

GRAIN DEALERS' JOURNAL

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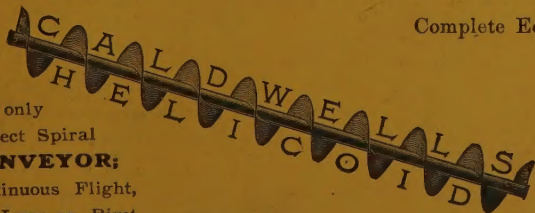
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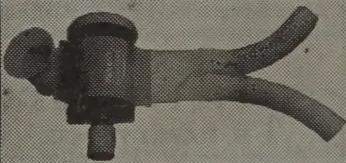
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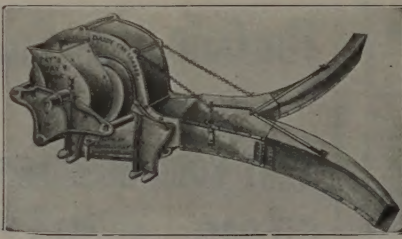
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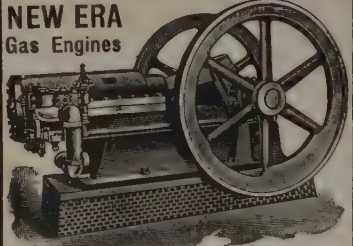
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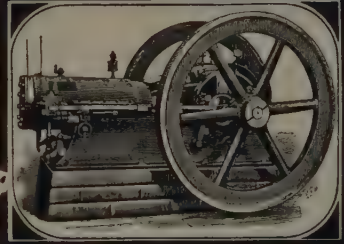
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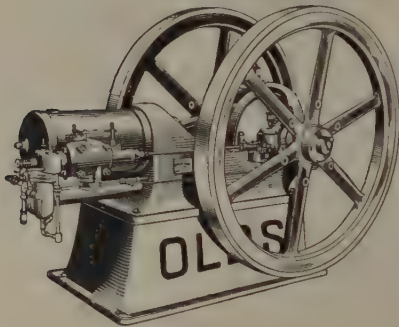
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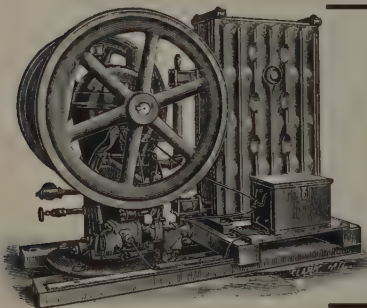
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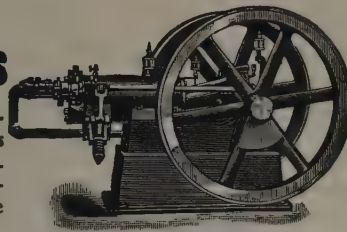
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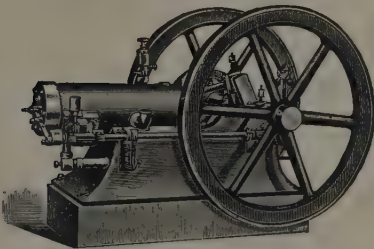
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As you will doubtless remember, two years ago last fall, we installed one of your 21 H. P. "Otto" Gasoline engines, and ran the same 103 days and nights without stopping. One year ago water was high and the engine was not run. Last fall water was again too low to enter our intake, and the engine and pump was started on November 2, 1906, and has run continuously for 3523 hours.

Is this not a good record?

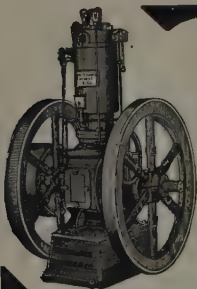
Yours truly,

Bristol Acqueduct Co.

Bristol, N. H., 4-1-07.



OTTO GAS ENGINE WORKS, Phila., Pa.
STANDARD OF THE WORLD



FAIRBANKS-MORSE Gas, Gasoline, Kerosene or Alcohol ENGINES

are the cheapest and most reliable power for elevator or mill.

By using them one man can often run the whole elevator.

Ask for Catalog No. EV 550

Fairbanks Scales

The Peavey Elevator Co. have completely equipped their new elevator at Duluth, Minn., with Fairbanks scales. Send for Catalog No. 550 SC.

**Fairbanks, Morse
& Co.**

Franklin and Monroe Sts.
CHICAGO, ILL.

AUTOMATIC	SCALES
TRACK	SCALES
HOPPER	SCALES
WAGON	SCALES
PLATFORM	SCALES
COUNTER	SCALES



Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

BUY ONLY "The Standard" Scales

Reliable—Durable—Accurate—Guaranteed

Send us your inquiries and get genuine competition. We make a specialty of complete scale equipments for Grain Elevators.

THE STANDARD SCALE & SUPPLY CO.

50-52 South Canal Street

CHICAGO, ILLINOIS

TONS to Dollars and Cents

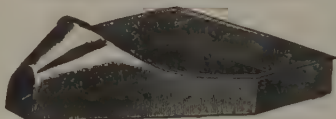
Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x8½ inches, 110 pages.

Price \$1.00

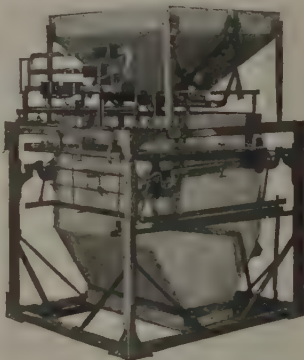
GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.
Grain Size, 2½x12x16½ ins. \$1.25
Seed Size, 1½x9x11 ins. \$1.00
Grain Dealers Co., 255 La Salle St., Chicago, Ill.



What?

Still weighing with the old hopper scales or not weighing at all, when you can save time and labor with the

McLEOD AUTOMATIC SCALE?

Let the McLeod do your weighing and then you can feel absolutely sure your weights are correct.

They are simple, accurate and durable. Write for information to-day.

McLEOD AUTOMATIC SCALE CO.

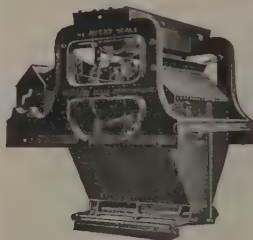
General Sales Office:

863 Monadnock Block, Chicago

Avery

Automatic Grain Scale

Is Perfection in the Matter of Weighing
Any Kind of Grain or Flour. It is



ABSOLUTELY AUTOMATIC

It performs its duty day in and day out with the accuracy of your best man at his best. It weighs and records with the precision of a clock, to the ounce in hundreds of pounds. * []

Write us today for Catalog F. Send us your requirements and we will submit plans to suit your case.

AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

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307 S. 3rd St., Minneapolis, Minn.
Plateau Bldg., Dallas, Texas.

703 23rd St., Rock Island, Ill.
115 Main St., Jackson, Mich.
Board of Trade, Kansas City, Mo.

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

BUFFALO GRAIN TESTERS

INDICATE

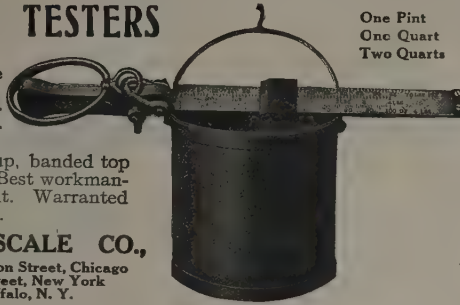
- 1st—The number of pounds a sample will weigh to the bushel.
2d—The exact weight of the sample.
3d—The per cent of loss after cleaning.



Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard.

BUFFALO SCALE CO.,

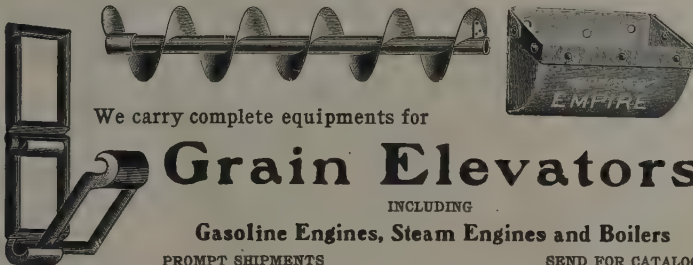
249 South Jefferson Street, Chicago
122 Liberty Street, New York
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One Pint
One Quart
Two Quarts

K. C. MFG. & SUPPLY CO.

427-429-431 W. 5th St., Kansas City, Mo.



We carry complete equipments for

Grain Elevators

INCLUDING

Gasoline Engines, Steam Engines and Boilers

PROMPT SHIPMENTS

SEND FOR CATALOG

AUTOMATIC Dump Controller



Absolutely prevents accidents in operating the wagon dump. This device consists of a piston working in a cylinder of oil. One end of piston is attached to floor of dump, to other end is attached a valve through which the oil, with which the cylinder is filled, must pass, as dump is raised and lowered.

The speed with which the dump moves is regulated by operator, and controlled by the valve through which oil passes. All dumps should be equipped with this controller. Any elevator man can easily install it. Circular and price upon application.

RELiance CONSTRUCTION CO.

Board of Trade, INDIANAPOLIS, IND.

STATE DEMURRAGE RULES

Compiled by **JOHN B. DAISH**

President American Shippers' Association

¶ Is a compilation of rules relating to demurrage, so-called reciprocal demurrage or delayage, which have been enacted by the legislatures of the several states or promulgated by commissions organized under state authority.

¶ It contains a digest in tabulated form of the demurrage rules, a copy of the South Carolina form for ordering cars, and a list of the states in which adequate car facilities must be supplied.

Price \$1.00

GRAIN DEALERS JOURNAL

255 La Salle Street :: CHICAGO, ILL.

For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

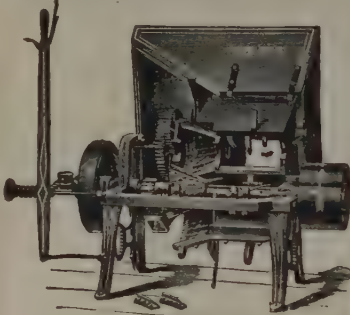
Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind *Kaffir Corn* in the Head. *Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.*

Different From All Others

Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.

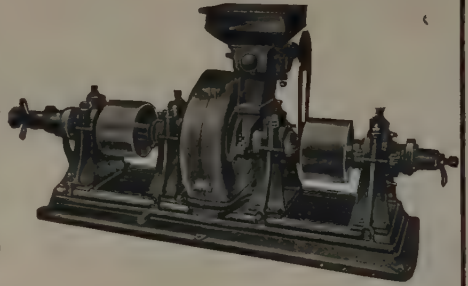
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



**Single,
Double
and Special
Stirrups**



For Wood, Steel or Concrete Work.

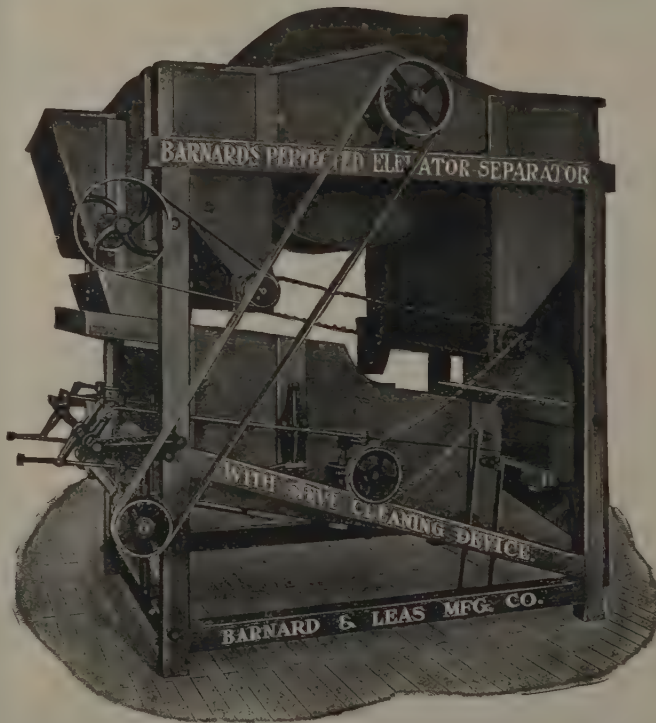
STRAPS, PIN ANCHORS, CURB WALL ANCHORS.

Architects, Engineers or Contractors' Requirements supplied as desired.

Catalogs and prices promptly furnished.

CHAS. MULVEY MFG. CO., 19-21 S. Jefferson St., CHICAGO, ILL.**BUYERS AND SELLERS**

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

**Barnard's Perfected Warehouse and Elevator Separator**

With Sieve Cleaning Device

It Works Underneath the Sieves

The Sieve Cleaning Device on Barnard's Perfected Separator works underneath the sieves. Thus it lifts the trash out of the holes and causes it to fall over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insures positive and uniform work.

Consequently the separator is entirely automatic and requires almost no attention.

The Air Separations are also most efficient and under full control of the operator at all times.

We also make

The Cornwall Corn Cleaner

The Victor Corn Sheller

Willford's Light Running Three Roller Feed Mill

Barnard's Two and Three Pair High Feed Mills, and a complete line of Flour Mill and Elevator Machines and Supplies. Send for latest catalogue.

Barnard & Leas Mfg. Co.

Builders of Elevator Machinery
and Supplies

MOLINE**ILLINOIS**

GRAIN ELEVATOR BUILDERS.

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

R. M. VAN NESS Fairbury, Neb.

T. E. IBBERSON

Designer and Builder of
GRAIN ELEVATORS

310 Corn Exchange, Minneapolis

J. A. HORN

Designer and

Builder of Grain Elevators

All Kinds of Machinery Furnished
Estimates Made

Bassett Building, Oklahoma City, Okla.

CONCRETE ELEVATORS

LAST FOR ALL TIME

NO INSURANCE
NO FIRES
NO SWEATING
NO DECAY
NO RATS
NO MICE

Costs but little more than a first-class frame house. Write at once.

WM. W. LOCKWOOD, WINFIELD, KANSAS

Reliance Construction Co.

Engineers and Contractors of

GRAIN ELEVATORS.

45 Board of Trade, :: Indianapolis, Ind.

W. H. Cramer

Designer and Builder of
modern Grain Elevators.
Satisfaction Guaranteed

ST. PAUL NEBRASKA

Contractor & Builder

OF GRAIN ELEVATORS

Estimates furnished on application

G. F. McCURLEY

725 South Emp, Wichita, Kans.

The P. H. Pelkey Construction Co.

Contractors and
Builders

Grain Elevators,
Warehouses,
Mills, Etc.

Elevator and
Mill Supplies

HOME OFFICE

WICHITA - KANSAS

G. H. Birchard CONTRACTOR OF Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

B. J. GARRICO

Designer and Builder of
Flour Mills and Grain Elevators

Hoxie Bldg., Fort Worth, Tex.

NOTICE

I am now located at Enid, Okla., and am in shape to serve all of my old customers as well as new ones and can save you money on elevator and mill work.

Correspondence solicited.

C. A. LOWE - Enid, Okla.

W. S. MOORE Designer and Builder of GRAIN ELEVATORS

in wood, concrete or steel. I am thoroughly equipped to do work to the best of advantage. My fireproof engine room is unequalled in arrangement and construction. If you are going to build or improve, get my ideas and you will want my services. Write today.

6 So. Main St., Frankfort, Ind

T. F. COSTELLO

Contractor and Builder of

Grain Elevators and Warehouses

Scale and Elevator Repairing a Specialty.

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GRAIN STORAGE, TANKS
... AND ELEVATORS ...

Grain Storage Construction Co.
BUFFALO, N. Y.

C. & A. ENGINEERING COMPANY ENGINEERS-ARCHITECTS

ELEVATORS, MILLS, FACTORIES, WAREHOUSES, POWER PLANTS,
POWER CONNECTIONS, ROPE DRIVES, MECHANICAL DRAWINGS, ETC.

Board of Trade Building

INDIANAPOLIS, IND.

Wheat Tables

On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.
In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.

Steel Tanks for Grain Storage

Jos. F. Wangler Boiler
& Sheet Iron Works Co.

1535-1537 North Ninth St., St. Louis, Mo.

GRAIN ELEVATOR BUILDERS.

Better have

YOUNGLOVEbuild your Elevators than **WISH** you had.Write for copy of our latest
unique series of plans.**Younglove Construction Co.**Offices: 303-304 Adams Block
Mason City, Iowa**GET THE BEST**

Experience and Ability Counts—Costs Less

**PLANS AND
SPECIFICATIONS
A SPECIALTY**Correspondence
Solicited**Contracts Wanted**Write for Plans and
Estimates**FRED FRIEDLINE**253-261 La Salle Street
CHICAGO**Steel Grain Tanks**We are pioneers in this line and are
building tanks in the good old fashioned
way. Joints caulked, and guaranteed
water, weather and bug proof. Long
experience has demonstrated the neces-
sity of high grade workmanship to make
steel storage a success—we do it.**Wm. Graver Tank Works**

EAST CHICAGO, IND.

**IF YOU WANT A
GOOD ELEVATOR**

LET

L. BUEGE

306 Boston Block, Minneapolis, Minn.

BUILD IT FOR YOU**SQUARE BIN
FIRE PROOF ELEVATORS**

A SPECIALTY.

BRICK OR TILE.We also have facilities for build-
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MINNEAPOLIS, MINN**OLSON BROTHERS & CO.
ENGINEERS AND CONTRACTORS**Grain Elevators, Flour Mills and Complete Plants for
Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

Phone Monroe 1614

703-707 Bloomingdale Ave.,

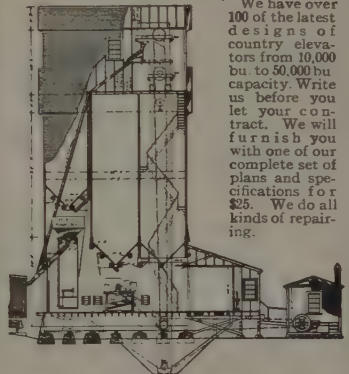
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HONSTAIN BROTHERS

Contractors and Builders of

GRAIN ELEVATORSWe have over
100 of the latest
designs of
country eleva-
tors from 10,000
bu to 50,000 bu
capacity. Write
us before you
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306 Corn Exchange, MINNEAPOLIS, MINN.

GRAIN ELEVATORSTERMINAL AND COUNTRY
IN ANY STYLE OR CAPACITY**L. O. HICKOK**

DESIGNER AND BUILDER

210 FLOUR EXCHANGE

MINNEAPOLIS, - - MINN.

American Machinery & Construction Co.

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short notice. Grain Elevator Machinery and Sup-
plies carried in stock ready for immediate delivery.**THE SECKNER COMPANY**
General Contractors and Builders of
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745 Postal Tel. Building

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GET WHAT YOU CONTRACT FOR BY DEALING WITH

**C. E. BIRD & CO.
ELEVATOR BUILDERS**

15 Years Practical Experience

7 CORN EXCHANGE

MINNEAPOLIS, MINN.

GRAIN ELEVATOR BUILDERS.

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Designing and Construction
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Plans and Specifications
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Minneapolis Steel and Machinery Co.

DESIGNERS AND BUILDERS OF

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We Design and Fabricate the Complete Plant—Erect the Steel—Install the Machinery. Write for our New Booklet Q.

MAIN OFFICE AND WORKS:
MINNEAPOLIS, MINN.

JAMES STEWART & CO.

Contractors

Designers and builders of Grain Elevators in all parts of the world

Steel, Brick, Wood, Concrete, Tile

GRAIN ELEVATOR DEPARTMENT

1811 FISHER BUILDING :: CHICAGO

W. R. SINKS, Mgr.

R. H. FOLWELL, Engr.

We also do General Contracting and have offices in the following cities.

Write or call on any of them

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Westinghouse Bldg.

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Hibernia Bank Bldg.

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Savoy Hotel



Fire Proof Grain Elevator

HIGHEST TYPE

LATEST DESIGN

Recently completed for the Peavey
Duluth Terminal Co., Duluth, Minn.

The Barnett & Record Co.

General Contractors

Minneapolis, Minn.

Five Dollars Each

is the regular price of the following car movers.

Our Price \$3.75

Each is claimed to be the best	EASY ATLAS SAMSON SPECIAL SHELDON CHAMPION	We don't care which you order
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Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

WRITE TO US.

AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.

NO FIRM

who offers the

Atlas Car Mover

for \$3.75 can buy them from us at any price!

APPLETON CAR MOVER CO.
APPLETON, WIS.

The NORTHWAY FEED MILL

Is the mill for the man who wants *best results at least expense*. A thorough test will always prove the "Northway" top-notches among Feed Mills

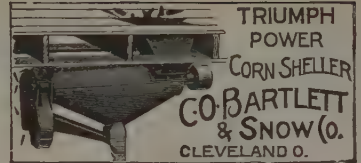
We're the people for
Elevator Machinery

Carrying everything worth having in this line and having a universal reputation for dependable **QUALITY** and lower-than-most prices

No One Can Beat Us

On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

The Strong-Scott Mfg. Co.
Formerly Strong & Northway Mfg. Co.
N. W. Agents for Invincible Cleaners and
Richmond Dust Collectors
MINNEAPOLIS : MINNESOTA



We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

YOU

can get a job too, if you advertise in the "Situations Wanted" columns of the Grain Dealers Journal.

Portescue, Mo., June 11, 1907.
Grain Dealers Journal,
Chicago, Ill.

Dear Sirs:—Yours of the 8th received. Through my ad in your Journal, I have received another position, and if at any time in the future I have need of an ad it will be in your Journal.

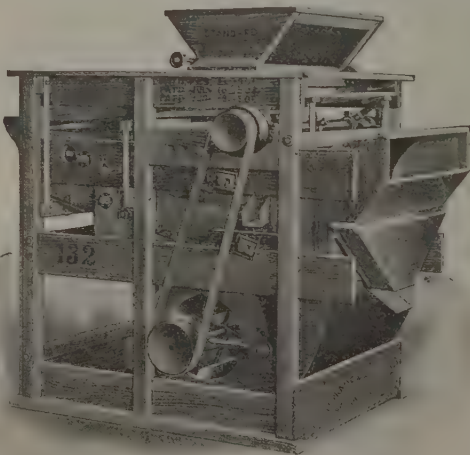
Yours very truly,
J. A. FREEMON.

MIXED GRAIN

is never graded as high as grain that is perfectly free from all that is foreign to it. You will find that cleaning and separating all grain before shipment will bring you in many extra dollars.

The **STANDARD** line of grain cleaning machinery is adapted for the cleaning and separating of all kinds of grain. When you can get clean grain by the use of a little power, you can't help but make money. **STANDARD** cleaners will do this. Catalog gladly sent.

PRAME MFG. CO., Galion, Ohio



COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

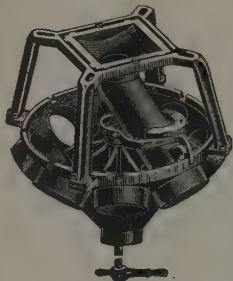
Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

Midland Machinery Co.,
Minneapolis, Minn.

The Hall Signaling Non-Mixing DISTRIBUTOR

is universally conceded to be the
STANDARD



It is unrivaled and unapproached in its field. Comparisons in many respects are irrelevant. It represents the highest development in this class of machinery. This high position was attained through merit alone, because its use is profitable.

All users will attest this.

Booklet "B" explains its features.

HALL DISTRIBUTOR CO.

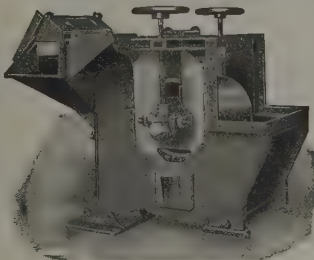
222 First National Bank Bldg.

OMAHA, NEB.

WHY NOT

double your present elevating capacity? You can do it without increasing the size of your elevator, or changing the size of your cups, and without a cent of expense, outside of that incurred by installing a

HALL Non-Chokable Boot



A device that fills cups heaping full—that makes a choke in the Boot impossible—that requires no attendant at the lever of the feed gate—that makes grain elevating what it ought to be—safe, pleasant and profitable. Sent on trial.

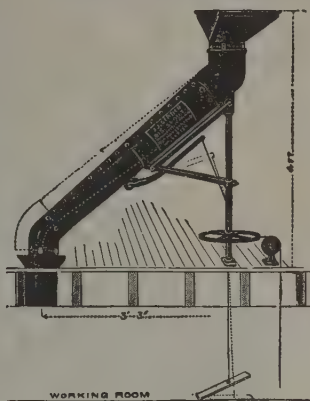
Send for new Catalog "E."

HALL DISTRIBUTOR CO.

222 First National Bank Bldg.

OMAHA, NEB.

ORDER THE No. 2



GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

SECOND- HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

Link-Belt Supply Co.

MANUFACTURERS
OF

Mill and Elevator Machinery

Write for
NEW CATALOG

Minneapolis. Minn.

ANCHOR DUPLEX BELTING



Different from any other cotton belt on the market, being solid woven and therefore will not separate.

Wears Longer

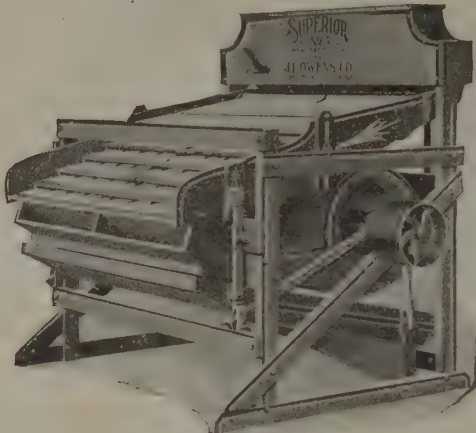
Especially adapted for conveying and bucket belts as well as power transmission. Send for catalog that describes it and prices that sell it.

ATLAS BELTING CO.

152 Lake St., Chicago

ARE YOU FIGURING ON A CLEANER?

Then we want to send you our catalog and quote you prices on our full line of Cleaners. The No. 4 Superior, shown below, is only one of the many different styles of Cleaners we manufacture for every kind of work. This catalog cannot fail to be of the greatest value and interest to you. Just drop us a letter or card today.



Address

J. L. OWENS CO.

615 Superior St. S. E.

MINNEAPOLIS, MINN.

V. S. Corn Sheller

IS A GOOD INVESTMENT FROM
START TO FINISH

No cemented pit, tank, expensive hopping—
takes up less room, less power and cheapest repaired.

GIVE IT A TRIAL

(PATENTED)



SEND FOR A CATALOG

CHICAGO REPRESENTATIVES:
NOTII - SHARP - SAILOR CO.
1329-30 Monadnock Block
Chicago, Ill.

OKLAHOMA REPRESENTATIVE,
J. A. HORN,
322 Bassett Building,
Oklahoma City, Okla.

B. S. CONSTANT CO.

BLOOMINGTON

ILLINOIS

The Principal Cause of Corn Cleaner Troubles

For many years grain dealers have had trouble with corn cleaners, both as to faulty construction and inability to do the work. The principal cause of this has been that manufacturers have been trying to build their machines as cheap as possible in order to sell a lot of them.

We started to build a cleaner with the sole idea of making it do the kind of work that would win good words everywhere. We are building it to do the work for years to come and not merely for the purpose of selling a lot of them at a low price. In order to do this we include a number of necessary features that other manufactures omit in order to save expense of construction.

If you are looking for the best in corn cleaners you will buy the Beall.

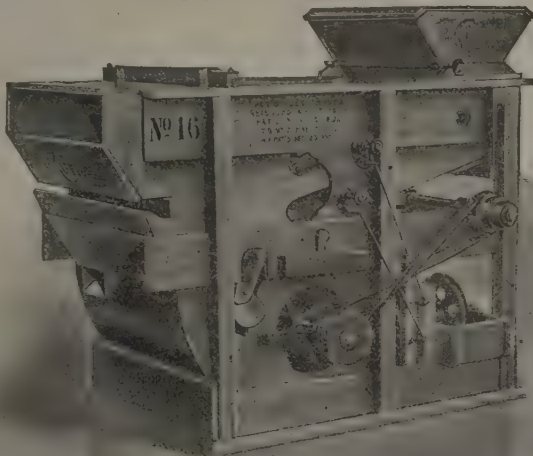
Write for Prices

The Beall Improvements Co.

Decatur, Illinois

IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.

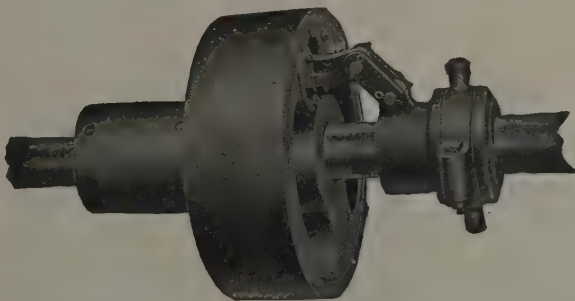


A. T. FERRELL & CO.

Saginaw, Michigan

The "Western" Friction Clutch

The "Western" Friction Clutch Is the "Best in the World." Why?



- 1st—Because it is more simple.
- 2d—Because it is stronger.
- 3d—Because it is more durable.
- 4th—Because it requires but little adjustment.
- 5th—Because it is easily and quickly adjusted and **ANYONE** can do it.
- 6th—Because it will hold more to its size than any other clutch in existence.

B. T. RAILSBACK SONS
INCORPORATED
GRAIN COAL STOCK
HOPEDALE, ILL.

UNION IRON WORKS, Decatur, Ill.

GENTLEMEN:—Enclosed find our check for \$53.00 to cover invoice of April 27. The clutch has arrived and is installed. To say that we are satisfied with it is expressing it mildly. We have used three different makes of clutches and we think yours is at the top of the heap.

Yours truly, B. T. Railsback Sons, R. J. R.

May 7, 1907

Ask for Net Prices and any Further
Information.

UNION IRON WORKS, DECATUR, ILLINOIS

Manufacturers of "WESTERN" SHELLERS AND CLEANERS

ELEVATORS FOR SALE.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

MODERN ELEVATOR and residence for sale. Would consider land in Kansas or Nebraska. Box 135, Smith Center, Kan.

FOR SALE—One modern equipped elevator in Southern Minnesota on Omaha Railroad. Address Lock Box 713, Sioux Falls, S. D.

FOR SALE—30,000 bu. elevator, western Ind. Handled over 150,000 bus. this crop. Price \$5,200. Address Box 216, West Lebanon, Ind.

GOOD ELEVATOR and coal business for sale, doing good business. Reason for selling to dissolve partnership. Address Box 301, Prescott, Iowa.

FOR SALE—A desirable elevator on Omaha Railroad, in Nebraska. Capacity 25,000 bus. Address B. G., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—50,000 bu. elevator and coal business, one of the best locations in northeastern Nebraska. Address C. Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—20,000 bu. capacity, on Union Pacific, in the best part of Eastern Nebraska. Address Wan, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A new 20,000 bu. capacity elevator on Great Northern Railway, in northeastern Nebraska. Address N. E., Box 12, Grain Dealers Journal, Chicago, Ill.

A STRING of five elevators in Southern Minnesota for sale, or will exchange for Dakota or Minnesota land. W. C. Rodgers, 317 Bank of Commerce Bldg., Minneapolis, Minn.

TWO OKLAHOMA elevators for sale, in good condition and doing good business. Best of reasons for selling. Address Okla, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three modern 50,000 bu. elevators in best corn and wheat section of southern Illinois, doing actual business of 600,000 bus. Address J., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and residence on M. P. in N. E. Kans. that can show business and good reason for wanting to sell. \$9,500.00. Address OL Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and feed mill with wholesale and retail feed and coal business in connection. On main line of R. I. R. R., doing good business. Address Lock Box 472, Pond Creek, Okla.

FOR SALE—Line of three elevators in Iowa on C. G. W. Ry. at Oelwein, Fairbank and Dunkerton. Good business. No local competition. Good reasons for selling. Address Agnew Grain Co., Fairbank, Ia.

40,000 BUS. elevator for sale; situated in Southern Illinois, capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

MODERN up-to-date elevator for sale in Eastern North Dakota on the Soo Line; capacity 25,000 bus.; good business, good competition, good reason for selling. Address Lock Box 713, Sioux Falls, S. D.

ELEVATOR on Clover Leaf R. R. in Vanwert Co., Ohio, for sale. 10,000 bus. capacity. In good location. Bargain if sold soon. Must sell on account of ill health. J. A. Rexroth, Tokio, VanWert Co., O.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

BEFORE purchasing an elevator write for my list of Bargains located in fine farming districts of Ohio, on direct R. R. lines to markets. Prices range \$3,000.00 up. J. D. McGill, 223 Home Guards Bldg., Van Wert, Ohio.

30,000 BU. ELEVATOR for sale; 15 h.p. Otto gasoline engine, Eureka cleaner, Fairbanks dump and hopper scales; all in first-class repair. Price \$7,500.00. Address Independent Elevator Co., Box 672, Regina, Sask.

GOOD ELEVATOR for sale, located at Armstrong, Minn.; only elevator at this station; doing good business and well rented. Possession can be given if desired. For further particulars address Drawer "C," Slayton, Minn.

FOR SALE—An Iowa elevator and grain business in a town of 1500 people where there is a large territory and no competition. Side lines that alone show a good profit. Address A. X. Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE OR EXCHANGE—Land to trade for elevators. Elevators to trade for land. Located in Ill., Ind. and Iowa. Write me what you have and what you want. Jay D. McClean, 403 W. Jef. Ave., Peoria, Ill.

FOR SALE—Two good elevators in North Dakota, on Great Northern Railway, of 45,000 bus. capacity each, with good business. For reason for selling and other information, address A. D., Box 12, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT A BARGAIN in anything, go to the market. John A. Rice, Frankfort, Ind., is the market for elevators and mills. Look—A new transfer 40,000 house. \$1 switching; only wagon dump in city, Indpls. \$12,000; monthly retail \$18,500.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ON ACCT. of sickness, can get you a 40,000 bu. elevator, ships 150,000, finest territory, conditions perfect, built 6 yrs. Penn. R. R., was listed at \$9,000, needs \$200 repairs, for around \$6,000. Best bargain in Ind. Must hurry. John A. Rice, Frankfort, Ind.

ELEVATORS FOR SALE.

MILL AND 2 ELEVATORS in Okla. \$10,000 net profits, owner will take stock, \$26,000. The best 125,000 new house in Ind., Big 4, ships 300,000 corn and oats, \$18,000 for best reasons. Smaller houses to suit everybody. Won't let you go wrong. John A. Rice, Frankfort, Ind.

FOR SALE—With the best of prospects for a large small-grain crop. I am offering a 6,000 bu. capacity eltr., office and scales, new Olds 8 h.p. gas engine, two stands of eltr. cups and cleaner; all ready for business. Price is right. Call on or write W. R. Wing, Cozad, Neb.

ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for someone. Address W. W., Box 8, Grain Dealers Journal, Chicago, Ill.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

FOR SALE—A line of seven modern elevators and two sixty bbl. mills located in Southern Minnesota and Northern Iowa. Elevators all handle coal, flour and feed. All running and doing a good business. Reason for selling: want to engage in other business. This will bear strict investigation. Time given on part. Address R. P., Box 12, Grain Dealers Journal, Chicago, Ill.

GRAIN AND COAL BUSINESS for sale, located in S. E. Kans. Grain house and office 20x40—one and a half story. Corn dump, capacity 5,000 bu., corn crib 2,000 bu., Haweye portable dump, own ground, good town, plenty natural gas. Doing good business. Reason for selling want to quit business on account of health. Price right. Address G. C., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WILL BUY Central Illinois elevator. Coon Bros., Rantoul, Ill.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

WANTED to lease an elevator, 15,000 to 20,000 bus. capacity, situated somewhere in Ill. or Ind. Address John McLaughlin, Manteno, Ill.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED TO PURCHASE a grain, lumber and coal business in some live town in good farming district of West or Southwest. Might consider a half interest under favorable circumstances. Address Bag, Box 12, Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE—A fine, well improved farm 3½ miles from a city of 10,000. Good soil, fine country. Want elevator, Illinois or Indiana, worth \$8,000 to \$12,000. State capacity and amount of grain handled. Will give good trade. Address Mc. Box 12, Grain Dealers Journal, Chicago, Ill.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

SEEDS FOR SALE.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

MILLETS, CANE and Kaffir Corn, thoroly re-cleaned, tested for germination and of choice quality. Ask for samples and prices. M. Young & Co., Winterset, Ia.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

SEEDS WANTED: Clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second St., Louisville, Ky.

GRAIN FOR SALE.

For Sale by WISCONSIN NOR-ERN GRAIN CO. of MINNEAPOLIS, MINN., operating both Country and Terminal elevators, Wheat, Oats, Corn and all kinds of screening. Correspondence solicited.

HAY FOR SALE.

HAY TO OFFER—Any quantity of South Texas Hay. Write for samples; quick shipments. E. S. Dixon, Wholesale Hay, Houston, Tex.

GRAIN WANTED.

WANTED—Shippers of grain, hay and mill feeds to quote E. C. Hawkins, Broker, Nashville, Tenn.

SOUND, CLEAN Japanese buckwheat wanted; carlots or less. Theo. P. Huffman & Co., 648 W. 34th St., New York, N. Y.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

THE OHIO SEED COMPANY TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited.
SPOT AND FUTURES.

POPCORN WANTED.

POPCORN Wanted—Correspond with with us. Bradshaw Co., New York, N. Y.

MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

HAY WANTED.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

HAY AND STRAW of all descriptions wanted. We will either buy outright or handle on the usual rates of commission. R. F. Worley & Co., Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

THE ALBERT DICKINSON CO.

SEEDS

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

Blue Grass

Orchard Grass

Milletts, Hungarias

Redtop, Seed Corn

Peas, Beans, Bags, etc.

MINNEAPOLIS, MINN.

414 ACRES IN MINNESOTA==GRAIN FARM FOR ELEVATOR

An 80 acre field of clover. Looks good to an Illinois farmer. This is on the below described farm.



We have 414 acres of as fine farm land as can be found in the State of Minnesota, with a good set of improvements, including 7 room house, smoke house, hog house, barn, granary, wind-mill, with pasture and lots fenced. The land is located three miles from market.

Land is level, black soil and the accompanying cut shows a view of the land taken a few months ago. The land is less than 125 miles out of Minneapolis; has Rural Free Delivery service; churches and schools, and is a well settled community. Price \$60.00 per acre and \$7500 can be carried if purchaser desires.

The field of clover shown in the half-tone will give you an idea of the character of the soil and lay of the land. We have samples of the soil and photographs of the improvements. You had better investigate. Would consider a good elevator or lumber yard in exchange.

ADDRESS U. S. BROKERAGE CO., - Elevator Brokers - Decatur, Illinois

FOR SALE—We have a gasoline engine, 24 H. P. and two automatic scales. All new and ready to ship at once. Standard Machines. We also have a second hand No. 5 Silvercreek Oat Clipper in first condition. If you are in the market for an engine, scale or oat clipper write the U. S. Brokerage Co., Decatur, Ill.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—One 40 H.P. gasoline engine in good condition. Address W. H. Vander Hayden, Ionia, Mich.

FOR SALE—40 h.p. Foos gasoline engine in fine condition. Have replaced with 75 h.p. For full information, address Dadmun Bros., Whitewater, Wis.

FOR SALE—Ten 2 h. p. Fairbanks-Morse gasoline engines, practically new; also five 2 h. p. International gasoline engines. Address J. C. Mire Implement Co., Ltd., New Orleans, La.

20 H. P. CHARTER, 3 h. p. International, 6 h. p. BAUER. Also other slightly used and rebuilt gasoline engines, taken in trade on larger BAUER engines. Bauer Machine Works, 17th & Wyandotte, Kansas City, Mo.

GAS ENGINES FOR SALE—

28-H.P. Fairbanks Morse.
40-H.P. Lambert.
35-H.P. Foos.
16-H.P. Fairbanks Morse.
12-H.P. Fairbanks Morse.
8-H.P. Fairbanks Morse.
7-H.P. Webster.
5-H.P. Webster.
18-H.P. Olds.
Also 50 engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

LIST OF SECOND-HAND GASOLINE ENGINES.

1 1½ HP. Webster gasoline engine complete, set up on combined base with water tank, jump spark and hot tube.....	\$ 65.00
1 3 HP. Webster gasoline engine complete set up on combined base, with water tank as good as new, electric spark and tube....	90.00
1 3 HP. Horizontal Lambert engine, electric spark and torch as good as new.....	110.00
1 4 HP. Dayton engine, vertical..	75.00
1 4 HP. Foos engine as good as new.....	110.00
1 5 HP. Foos engine.....	125.00
1 6 HP. Foos engine.....	175.00
1 5 HP. Horizontal Fairbanks engine, used less than 60 days, complete.....	175.00
1 10 HP. Waterloo engine with jump spark and Lunkenheimer Mixer.....	190.00
1 12 HP. Waterloo engine.....	210.00
1 32 HP. Fairbanks engine shipped from the factory 2 yrs. ago, used 2 seasons in a cotton gin, about 9 months' use.....	600.00
1 40 HP. Fairbanks engine used 6 months, as good as new, shipped from the factory less than 2 yrs. ago.....	750.00

Allen P. Ely & Co., Omaha, Neb.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE, Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE cheap No. 2 Victor Corn Sheller; good as new. O. W. Bishop, Corwin, O.

FOR SALE—3 Richmond Round Reels 9x18. Good as new. Cheap. J. M. Hornung, Greensburg, Ind.

FOR SALE—One Marseilles Dustless Cylinder Sheller in perfect working order. Jackman & Son, Genoa, Ill.

FOR SALE—One size 1 Barnard & Leas corn cleaner good as new. For information apply to Chas. Henn, Borton, Ill.

NEW PROCESS cylinder sheller and cleaner combined, size O, for sale. Used less than six months. Address Gilbert Grain Co., Gilbert Station, Ia.

EUREKA JEWEL flour packer, mfg'd by S. Howes, Silver Creek, N. Y., for sale. \$25.00 f. o. b. Winamac, Ind. Bradford Milling & Grain Co.

INVINCIBLE OAT CLIPPER No. 4, without shoe. Right hand with sun. Good as new. Write for price. A. S. Garman & Co., Akron, Ohio.

FOR SALE—1 Monitor No. 5, 1 Barnard & Leas No. 48, 2 Barnard & Leas No. 6 Separators, cheap; good condition, but too small for us. Sheffield-King Milling Co., Minneapolis, Minn.

FOR SALE CHEAP.

1 Barnard & Leas oat clipper, horizontal, No. 3, in good condition. 1 Willford No. 1, 3 roll feed grinder. Good condition. Will sell these at a bargain or trade for good hopper scale or grain separator. H. C. Hamilton, Nora Springs, Ia.

MISCELLANEOUS FOR SALE.

FOR SALE—New 2 inch Gardner automatic governor. Will sell cheap. Address Box 281, Ridgeville, Ind.

GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

FOR SALE—1 Brownell 80 HP. Steam Engine, Gardner governor, price \$250 f. o. b., 2 stands elevator wooden boot, and head, 9 in. bucket and belting, price \$25 f. o. b. Address J. C. Hadley, Windfall, Ind.

NO MORE LEAKS—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

SCALES WANTED.

WANTED: 200 or 300 bu. hopper scale in good shape. Blair & Howard, Edison, Ohio.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE—One 22 ft. Fairbank second hand wagon scale in first class condition and will be shipped direct from the repair shop to purchaser; price \$40.00 f. o. b. Des Moines. Address Scale, 710 Youngerman Bldg., Des Moines, Ia.

MILLS FOR SALE.

FOR SALE or trade one-half or whole interest in Flour and Feed Mill and Elevator in Northeast Okla. Two railroads and side tracks. Write W. E. Gorton, Pawnee, Okla., for particulars.

BARGAIN—Southwestern Nebraska, 35 bbl. water power, rolling mill, with dwelling, out-buildings and yards for stock—all in splendid condition—not a dollar needed for repairs. Address R., Box 12, Grain Dealers Journal, Chicago, Ill.

MODERN 250 bbl. steam mill and elevator of 45,000 capacity, in Grand Forks Co., N. D., in prosperous wheat country, for sale. Own electric light plant. Bargain for cash, or would consider wild or improved land. W. C. Rodgers, 317 Bank of Commerce, Minneapolis, Minn.

WILL EXCHANGE our 400 bbl. mill located in central Minnesota, in a town of 15,000 population, connected by three railroads, for a line of country elevators or will sell for cash. We have a good established trade and the mill is running regularly. Address Still Box 7, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WELL ESTABLISHED flour and feed business with store for sale. Write Box 63, Fargo, N. D.

ARMSBY CIFER CODE WANTED. Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

TO DO YOU GOOD and no charges, send us price, f. o. b. and particulars about 2nd hand boilers, engines, machinery, etc., you want to sell and we'll give you names of inquiring buyers. John A. Rice, Frankfort, Ind.

BARGAIN, 9 room frame dwelling, wooded and barn. South front on N. W. corner 150x150 ft. in choice section of Tipton, the progressive county seat of Cedar Co., Iowa. Price \$2,000; terms to suit. C. S. Clark, 7130 Princeton Ave., Chicago, Ill.

**Our Motto—"They Wear"**

The Milwaukee Bag is the best looking and WEARING bag on the market—made for you to profit. Write for our prices today—and ask for some of our cigar bands.

MILWAUKEE BAG CO., Milwaukee, Wis.



SITUATIONS WANTED.

SITUATION wanted as manager of grain business; three years' experience. References. Address W. R. Snyder, Box 15, Nemaha, Ia.

SITUATION WANTED as manager of elevator. Satisfactory references as to ability and character. A. T. Holdren, Manson, Ia.

SITUATION wanted as manager of grain eltr. lbr. yard or either. Experienced. Good references. Address C. A. Trueblood, Superior, Neb

POSITION WANTED as mgr. of elevator or line of elevators; 18 years experience; keep double entry books; best of references. Address A. W. Walls, New Richmond, Ind.

POSITION WANTED by young man as traveler in Illinois, have had over five years in grain business, well known among the elevator men in Ill. Roy M. Rubican, 1132 E. North St., Decatur, Ill.

FIRST CLASS ENGINEER—12 years' experience in managing large elevator. Good mechanic, can construct and keep machinery in good condition; also know qualities of grain. F. C. Payne, Manteno, Ill.

SITUATION wanted as grain buyer or mgr. of eltr. 6 yrs. exper. Reliable. Ref. Have run gasoline engine. American and Scandinavian spoken. Address S. C., Box 11, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN, experienced in grain business, wants position as manager of country station. Would consider second man's place. Desires to locate in west, preferably in Nebraska. Address H. A. Dever, Exeter, Neb.

WIDE AWAKE grain man open for manership of good grain elevator, experienced, both bookkeeping and grading; have my typewriter and millwright tools. Long contract to right party. Address L. Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager or office-man of elevator or elevator and lumber yard combined. All round experience in grain, lumber and hay. Best of references from present employers. Would prefer Ohio, Ind., Ill., or Okla. Address Haff, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain broker, elevator or mill having brokers wire in office, handling options. Telegraph operator 3 or 4 years; experience with brokers wire. Married man, 30 years old. Highest references. Now employed but want change. Address T. O., Box 10, Grain Dealers Journal, Chicago, Ill.

FERRETS FOR SALE.

HUNTING FERRETS for sale. Write to L. A. Brown, Box 142, Clay Center, Neb.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2½ x 8½ in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

HELP WANTED.

WANTED an all round elevator man, who can run steam engine. L. H. Perry, Ransom, Ill.

TWO RELIABLE foremen wanted for elevator construction work. Steady work. W. H. Cramer, St. Paul, Neb.

WANTED a man with some experience to act as second man in country elevator. Address Tidball Lumber Co., Ravenna, Neb.

WANTED—After July 1, 1907, a man familiar with elevator work, competent to run Allis feed rolls and keep single entry Grain Books. Address Box 382, Waukesha, Wis.

HELP WANTED—several men to manage country elevators, only good men with experience. State nationality and references. Plymouth Elevator Co., Sioux Falls, S. Dak.

EXPERIENCED foreman for terminal elevator at export port wanted. Give references and past experience. Address Sample Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced manager for elevator at wheat and corn station. Good town. Give references and experience first letter. Horner Elevator Mill Co., Lawrenceville, Ill.

HELP WANTED.

FOREMAN WANTED to handle half million bushel elevator on seaboard. Must know how to handle an elevator and workmen. Address with references, stating salary expected, L. M., Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—A number of live, wide-awake, experienced grain buyers for points in western North Dakota. In filing application please give your experience in different lines of business, your age, etc. Minnesota & Western Grain Co., Minneapolis, Minn.

PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the **PARTNERS WANTED** column of the Journal will be read by all progressive dealers. Try it.

LOCATIONS FOR ELEVATORS.

GOOD LOCATIONS for Elevators and Industries on The Belt Ry. of Chicago. Low Switching rates. Good car supply. Address B. Thomas, Pres. Room 11, Dearborn Station, Chicago.

BUYERS OF SALVAGE GRAIN

The Toledo Salvage Co.

Buyers of
OFF GRADES and
SALVAGE GRAIN
Toledo, - - - Ohio

Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.
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Hospital for Sick Grain.
If you have sick grain, I can cure it.
If it's dead, I'll bury it.
Don't throw it away but send sample to

Frank Marshall

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He buys anything, and good grain too.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

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Name of firm.....

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We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.



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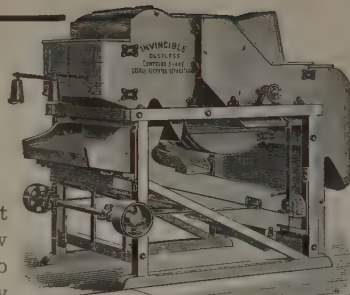
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The Philip Smith
Company,

SIDNEY :: :: OHIO

Elevator Men

Who are the most successful know that it pays to clean grain. They have figured first cost, capacity, power consumed, space occupied, cost of repairs, durability and length of service, and have bought the



Invincible Separator

They did not do it as a matter of sentiment or to please us, but because the figures clearly showed that they could afford to pay a higher price for our machine and still save money.

It will be to your advantage to investigate the Invincible Line.

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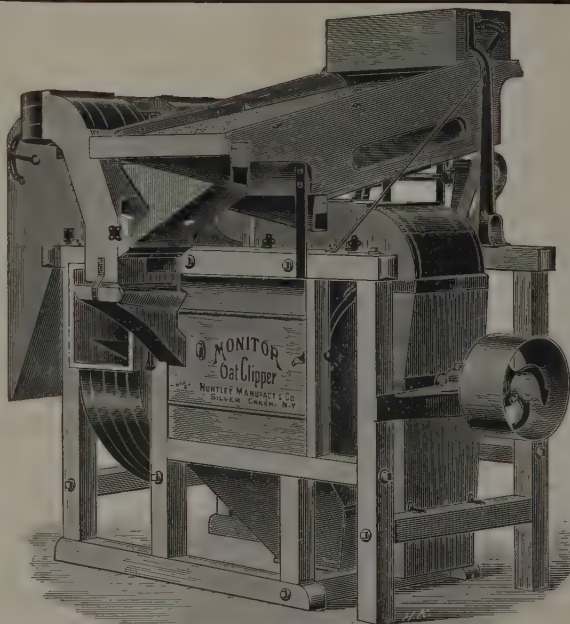
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Be sure you investigate the merits of the MONITOR for there are certain features of this machine which places it in the class in advance of any other machine of its type.

Our Special Folder detailing descriptive features of this machine will be gladly sent to anyone desiring the best Oat Clipper.



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GOLD MARKS SIGNIFYING QUALITY
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JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
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The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., JUNE 25, 1907.

HE WHO sells short on oats is very likely to be squeezed.

TEXAS grain dealers and millers are raising a fund to fight the greenbug. Grain dealers everywhere will wish them quick success.

BARLEY'S price and average yield as well as trade sentiment places in doubt the Government's report of a reduced barley acreage for 1907.

A VACILLATING inspector who changes his grades whenever his work is questioned, either fears to do right or does not know when he is right.

BUFFALO'S elevator pool is at last handling grain to be loaded into canal boats. Competition seems to be inspiring its members with some sense of fairness.

RECEIVERS who solicit shipments from scoopers merit no business from elevator operators and would receive none if all elevator men were mindful of their own business interests.

LOADING poor wheat on top of a carload of No. 2 as was admitted by a shipper at the Kansas meeting is sure to reduce the grade of the entire load. The country shipper who attempts to mix wheat for central markets generally loses by it and he profits most by grading closely as he receives his grain and cleaning thoroly before loading.

A MINNESOTA wud-be shipper has been given judgment for \$35 against the Soo R. R. for failure to furnish cars. More judgments of this kind wud result in railroads providing more cars.

A MISSOURI elevator narrowly escaped destruction recently by fire due to the ignition of gasoline fumes by locomotive sparks. If all gasoline tanks were buried in the ground some distance from the elevator, the danger of fire from this source wud be obviated.

NEBRASKA grain elevator men seem to experience considerable difficulty in escaping double taxes on grain. Either they are more vigilant than elevator men of other states or else assessors of Nebraska are more avaricious.

CONFIDENCE in one another is absolutely essential to friendly relations and living profits from a business honestly conducted, but it can never be established by lying or deceitful methods. Competing grain dealers must deal fairly with one another and with their customers, else is a fight probable.

THE KANSAS Ass'n at its recent meeting voted unanimously to expell a member who refused to arbitrate a trade difference with a non-member. The discussion developed a strong feeling against the firm who will not arbitrate, and showed that members did not consider such desirable members. No ass'n can compromise with wrong and maintain any standing in the trade.

KANSAS Grain Dealers' Ass'n sprung a practical innovation upon the members of that organization by announcing a two day meeting and requesting all members to spend the second day in the inspection of railroad yards and grain elevators about Kansas City, in hope of giving each member an ocular demonstration of defective cooping and loading. The more country shippers know about the methods of handling grain in terminal markets, the better prepared are they to market their grain in proper condition for commanding the highest price and netting them the largest returns.

THE FORGERY of Certificates of Weight and Inspection exposed by the fotografic reproduction of certificates elsewhere in this number calls attention to the necessity of all clerks, entrusted with the issuance of certificates of this character, being instructed to fill in only with ink, and that all blank space be filled with cross line so as to increase the labor of adding words to the statement of the inspector. The use of pencil in filling in certificates shud be absolutely forbidden. Such carelessness suggests and invites changes by receivers, who have no principle or money. Greater care in the issuance of certificates will surely minimize the opportunities for swindling work of this character, and surely no market desires to assist tricksters in wrong doing.

SHIPPERS who accept old worn out cars and cull lumber for grain doors encourage this imposition and unduly increase their losses by tolerating it. Defective cars can not be expected to carry a load safely to market, neither can shippers expect to receive good cars so long as they can be put off with those at hand. The lethargy of the shippers as well as the blind laziness of the officials of the operating departments are directly to blame.

THE PRESIDENT of the Indiana Ass'n wants a law enacted depriving non-members of the Ass'n of all the benefits of the Ass'n. This is not practicable, but the non-members and members suffer alike from the enforcement of a law of credit which forbids the expenditure of money and influence by an Ass'n in behalf of the members of the trade unless the members are willing contributors. With all the regular dealers of the state actively supporting the organization many more benefits would be realized by each elevator operator.

SWITCHING charges will be assessed at terminal points by railroad companies whenever they can find the slightest excuse for so doing; not because they think it is just or fair, but because they can not resist the temptation to show their resentment of the Government's attempt to regulate their business. They propose to collect all they can from the public, and shippers must stand for extortion or fight persistently against them. Vigorous protests may bring a blush of shame to some of the railroads and result in the cancellation of these petty exactions.

THE TRI-STATE Arbitration Appeals Board will soon be established, as the Kansas Ass'n at its recent meeting instructed its President to appoint a member to represent it on the Board. This new Arbitration Com'ite will hear only cases amounting to \$25 or more which have previously been heard before one of the Arbitration Com'ites of the three Ass'ns, and in which members of different Ass'ns are interested. The grain trade is surely striving to obtain perpetual relief from long drawn out lawsuits and miscarried "justice."

ROOFS on corn cribs will repay their cost several times over the first season, whether they be at the elevator or on the farm. Country buyers who are handicapped by open cribs should use some of their spare time to cover them. A little systematic work as suggested by Prof. Christie at the Indiana meeting would stop farmers' storing corn in open cribs. Such corn is not worth so much as that which has been protected; it will not command so much in central markets and should not bring so much at the country elevator. Sharp discrimination against corn stored in open cribs will stop it sooner than anything else. Try it.

SHIPPERs of states not blessed with a reciprocal demurrage law are likely to experience more trouble than ever getting cars as the railroads of some states have announced they will abide by the new laws. This will result in the diversion of rolling stock to the states having reciprocal demurrage laws.

SHIPPERs who believe in a square deal will be pleased to learn that suit brot by an Illinois shipper against Leo McDaniel of Cairo, who insists that his platform scale weights and private inspection constitutes Cairo terms, has resulted in judgment for \$447 for plaintiff. This shud encourage other sufferers from this imposition to bring suits to cover their losses.

IN THIS number we report the burning of one elevator and the narrow escape of another from destruction by fire by reason of their exposure. The Texas elevator was 300 feet from an oil tank, but was soon set on fire by burning oil when tank was struck by lightning. Fire was communicated to Illinois elevator by the burning of a lumber yard adjacent. Elevator owners who wish to prevent the interruption of their business by fire must consider the exposure hazard as well as the hazards of construction. Otherwise they are likely to be put out of business at very disadvantageous times.

DOCKING grain shipments at terminals has been stopped at most markets and can not be justified by those who continue to practice it. The owner of the grain shud stand any shrinkage which occurs during his ownership just as the shipper is compelled to do. Any shrinkage which occurs after shippers grain passed over scales shud be borne by the man to whom he sells it or rather by the man who owns the grain while it shrinks. Any dockage for shrinkage to occur after the transfer of ownership is a steal pure and simple and shippers are fully justified in protesting most vigorously.

THE REDUCTION of shippers shortage claims for loss in transit a fixed percentage is all wrong and should not be tolerated. Nearly two years ago the Western roads agreed to dock every claim $\frac{1}{2}$ of 1%. Iowa and Illinois dealers fought this steal so vigorously few roads now reduce grain shippers shortage claims more than $\frac{1}{4}$ of 1%, which has been shown by experience to be ample. But Kansas and Missouri shippers are still forced to reduce their claims $\frac{1}{2}$ of 1% before carriers will settle. It is not right that shippers should stand for any reduction in his claim for loss in transit. If carriers are anxious to reduce the losses of grain in transit let them furnish stronger, better cars and grain doors. Submission to an arbitrary reduction of $\frac{1}{2}$ of 1% will encourage the claim agents to demand a full 1% reduction.

THE FALL OF THE BUCKET SHOPS.

Abraham Lincoln said: "You can fool all the people some of the time"; and that is exactly what the bucket shops have been doing for a number of years; but the wave of anti-bucket shop legislation which has been going thru the country the last year, shows conclusively that at last the people have learned the true character of these swindling institutions. They have been outlawed in most of the Western States; Michigan Legislature taking final action last week and now Pennsylvania joins the ranks of the discriminating states.

The wonder is that bucket shops were so long tolerated anywhere. Their swindling game has been so apparent that any one who wud take the time to investigate their methods, wud have nothing whatever to do with them. However, the fact remains that they succeeded in catching a large crop of suckers daily. Their dishonest methods were sure to expose them, but the public was a long time getting posted.

SUITS FOR NON-FULFILLMENT OF CONTRACT.

The eagerness of farmers to ignore contracts for sale of grain in order to take advantage of the market is reflected in two news items in this number; one in the Illinois column, the other in the Oklahoma column.

The Illinois farmer sold corn at 40c, but delivered the grain sold to a competitor at 50c; hence suit has been brot to recover \$160, the loss suffered by buyer as the result of farmer's breach of contract.

The Oklahoma farmer fought the case clear to the Supreme Court, but now must pay the full amount of buyer's loss and the expenses of the suit.

A contract to sell grain when made in good faith must be fulfilled and no Court will release a farmer from such a contract if reliable evidence of contract can be presented in Court. A written contract is no more binding than a verbal contract, but it is much easier to prove a written contract; hence it is greatly to the advantage of every buyer to insist upon written contracts always.

When written contracts are passed, no excuse can be found for misunderstandings and farmers will be less likely to seek to escape their liability. A written contract also gives the farmer protection in case the market declines, but it relieves both the farmer and buyer from acrimonious disputes as to the conditions of their contract. It is the only safe and economical way of conducting a business. Written contracts obviate disputes, losses and law suits.

AN ILLINOIS oat bin which was filled with corn has started the season of collapsing grain houses by falling in a heap.

THE SECOND UNIFORM GRADE CONGRESS.

The second meeting of delegates from bodies controlling the grading of grain in this country was held in this city last week and like the first assembly had a harmonious termination. The delegates to the First Congress did not claim to have drafted rules which wud prove absolutely perfect, but it was a long step toward uniformity.

The Second Meeting resulted in the revival of some of the indefinite, flexible terms which admit of different construction. The sentiment of the trade is strongly in favor of uniform rules and most of the delegates seemed willing to concede many points in order that the trade might be sure of a general effort being made to attain uniform grades and inspection.

If now the different markets will swallow their petty jealousies and cease using their inspection departments as a means of getting business, all members of the trade will feel better and all will have a knowledge of the grades of each market.

During the past week, Congressman Watson of Indiana addressed the Grain Dealers Ass'n of that state in behalf of federal inspection, and Senator Hansbrough addressed the dealers of North Dakota in behalf of federal inspection. The politicians of all sections seem determined to force the expense of a political machine upon the grain trade, whether the trade wants it or not.

We believe that the members of the grain trade are competent to classify grain better and at less expense than can ever be expected of politicians who know nothing of grain and care not for expense. The greatest expense of a political inspection department to the grain trade has not been the fees, but the varying, unreliable grading which has forced unexpected losses upon many shippers.

The First Grade Congress eliminated "reasonable" from the rules and thot that the doom of this rubber term was sealed. However, it appears in the new rules in several places, and fearing that some of its opponents might overlook it, we have capitalized the word wherever it appears in the rules.

Other indefinite terms which will be found in the new rules are "too musty or too damp for warehousing," "appreciable mixture," "badly bleached," "badly binburnt," "badly mixed," "well cleaned" and "slightly tainted." We doubt that any two men identified with the trade wud often agree as to exactly what is intended by these indefinite terms.

SHIPPERs who wrongly describe shipments placed in cars are very likely to get in trouble if their deception results in their obtaining a lower rate on shipment. The Interstate Commerce Com-

mission is out for offenders of this kind and, of course, railroad companies will not exert themselves to protect violators of an Interstate Commerce Law. Under-billing, or wrong billing, if detected is likely to result in a fine of \$5,000.

DAMAGES FOR BURNING OF ELEVATOR BY LOCOMOTIVE SPARKS.

Notwithstanding rail-carriers insist on placing in their leases for elevator sites a clause releasing them from all damages to elevator property resulting from sparks emitted by passing locomotives, some elevator men refuse to abide by the contract and collect damages. In the news columns of this number are recited two instances of this character.

One Michigan elevator man who sued for \$10,000 damages for the burning of his elevator has accepted \$7,567 in settlement. This case was a little bit different from usual cases, but still was the direct result of carelessness on the part of carrier's agent.

The Ohio elevator owner has been awarded \$12,500 damages for the destruction of his elevator by fire started by locomotive sparks. His suit has been fought so strenuously that it has been tried in the lower Courts four times and no doubt will now go to the Supreme Court.

The railroads seem determined to place the responsibility for everything on others in hope of wearing out litigants who are not so fortunate as to employ lawyers by the year; hence it is gratifying to know that elevator men occasionally fight against their unjust impositions and successfully.

Elevator owners shud not be asked to relieve railroad companies from liability for carelessness on the part of their agents and we believe that if the lessors of railroad ground wud protest persistently and vigorously, railroad companies wud not insist upon the insertion of this clause in leases.

REINSPECTION AT TERMINALS.

Reinspection from one to five weeks after the "inspection upon arrival" of grain has forced many losses upon shippers which should have been borne by the carrier, who was directly responsible for the delay in getting car to the unloading elevator.

In few markets is reinspection of track sold grain permitted after noon of day following date of first inspection. Consigned grain may be reinspected on or before noon of day following day of sale. This seems fair and reasonable and meets with no protests from the shippers or the receivers.

Selling grain subject to reinspection any old time encourages delays in handling which are sure to result in deterioration of grain and especially of corn. The shipper cannot afford to guarantee the quality of his grain for an indefinite time and no market can long afford to compel him to do so.

The lack of ample facilities at Buffalo for handling grain arriving over the L. S. & M. S. and the Nickel Plate Rlrs.,

and the stubborn refusal of these roads to permit grain to be transferred at other elevators when their own transfer houses were weeks behind their work was, according to a correspondent in this number directly responsible for the many losses to shippers.

Contracts which aim to force a large business thru a small transfer elevator in defiance of the rights and interests of the shippers and the operators of other elevators in that market are detrimental to the welfare of the market and in violation of the Interstate Commerce Law. Shippers and receivers should dig up the facts and join in complaint to the Interstate Commerce Commission, unless the railroads will remedy the difficulty without interference by the Commission.

The Public Warehouse Controversy.

Last month the operators of public elevators in Chicago notified the officers and members of the Board of Trade that they would not apply to have grain stored in their elevators made deliverable on contracts for the coming crop year. Previously they had threatened to take this action unless the Board would amend its rules so as to relieve public warehousemen of the necessity of abiding by the laws of the state.

The particular law objected to forbids public warehousemen storing the grain of different owners with that of their own. The advantage they gain by such storing has been pointed out repeatedly and the courts have permanently enjoined them from placing their own grain in the public elevators they operate. Thru the aid of dummies it seems the public elevator men have continued to violate both the injunction and the law.

So long as the public elevators were licensed by the state to do a public warehouse business the Board of Trade would not lack for regular storage room. But when all of the public warehousemen applied to have their licenses cancelled, it looked as tho there would be a dearth to storage room, and the trade would be badly handicapped, so State's Attorney Healy applied to Judge Windes for an injunction and it was granted.

The defendants named in the bill of complaint are: Illinois Central Railroad Co., Central Elevator Co., Bartlett, Frazier & Carrington, and all officers and stockholders of the firm, Chicago, Rock Island and Pacific Railway Co., C., R. I. & P. Railroad Co., South Chicago Elevator Co., J. Rosenbaum Grain Co., Joseph Rosenbaum, Chicago, Burlington and Quincy Railroad Co., Chi., Bur. & Q. Railway Co., Armour Grain Co., Armour Elevator Co.

The restraining order provides "that at least one of the elevators now being operated, by each defendant, in Chicago as a public grain elevator shall at all time remain open to grain shippers who desire to make use of it and that at such times as it may be necessary to accommodate shippers all of the elevators, now being operated as public elevators shall be opened to the shippers as such.

The public elevator men who store their own grain in the same elevator with grain of different owners are charged with always taking the top of the grade in cancellation of their own certificates and always leaving the bottom of the grade for the unfortunate outsiders. Knowledge of this practice has become so common few dared to store grain in a public elevator, unless they had the

bottom of the grade to offer. For years the Board has tried to secure the establishment of public warehouses which shall be public in fact as well as appearances, and insure the handling of all grain therein by disinterested parties free from prejudice.

The state warehouse law as approved June 21, 1895, provides that all railroad companies shall "build and maintain depots for the comfort of passengers and for the protection of shippers of freight." From this it would seem to be the duty of railroad companies to provide and maintain depots for bulk grain. Surely the courts will not permit carriers owning bulk grain depots to deny their use to the shippers. The railroads should operate the elevators themselves as public grain depots.

In speaking of the matter to-day Hiram N. Sager, President of the Board of Trade, said:

"The elevator question involved in the injunction proceedings against the Illinois Central Ry., the Rock Island Ry., and the Burlington Ry., and their lessees of railroad elevators is a very broad one, and of vital importance not only to the grain merchants and consumers, of Chicago and the East, but it also particularly affects the interests of every producer, every farmer and grain merchant of the West, Southwest and Northwest, tributary to Chicago.

"The contention of the Board of Trade is, that inasmuch as the railroads under their rights of eminent domain, acquired for railroad (that is, public service) certain property for terminal facilities in Chicago, and constructed or permitted to be constructed on said property elevators, that is, grain depots, and have permitted or caused said elevators to be operated for more than a generation, as public warehouses in which every shipper or grain dealer, could have his grain unloaded, on arriving in Chicago, and where he would know when shipping grain, that if for any reason, he was unable or unwilling to sell his grain immediately on its arrival, he could have his grain stored in these public terminal elevators, or if he desired, to transship his grain, and forward it East by lake or rail, he would feel safe in consigning it to Chicago, knowing these railroad public elevators would receive his grain and transfer it to cars or vessels, charging of course, a reasonable compensation for the service.

"That, after having furnished the public with these facilities, for, in some cases, forty years, and after the grain trade has adapted itself to these conditions, and Chicago has become the largest grain center in the world, partly by reason of its distributing and terminal facilities, it is preposterous to suppose, a public service corporation, like the railroad, will be permitted by the courts to allow its terminal facilities to be absolutely withdrawn from public use, at the whim or caprice of the party, to whom the railroad has leased the elevator, and by whom the elevator on behalf of the railroad has been operated as a public storage and transfer warehouse.

"It is believed these railroad terminal properties have been impressed with a public character to such an extent, that the railroad will not be permitted by the courts to deprive the public of the facilities so long furnished, and which are absolutely essential to the proper and safe conduct of the business.

"To make the injustice of the contemplated action on the part of the railroad and their lessees, as directed against Chicago, seem more unreasonable, it is only necessary to consider that in other markets some of these same railroads, as notably the Illinois Central in New Orleans, not only furnish the public with elevator and transfer facilities, but, furnish such elevator and transfer facilities free, while in Chicago, where the public has always paid for the service, they now propose to deprive us even of that privilege."

KANSAS dealers seem as vigorously opposed to their shipments sent to central markets being docked as the Illinois shippers and have a committee at work with the expectation of checking the trouble.

To Buy or Sell.

By Knute Knutesen, Kansas Seeta.
Ef you bi ven et baen going up,
Or sal ven going down,
Yoost so long you keep det up
You shal do da tang up brown.

Some fallars der baen meck meestake
An bi ven et baen dropping:
Den sal ven it gone down some more;
Dey get away vit notang.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

WHAT DOES "REASONABLY" MEAN?

Grain Dealers Journal: I would like very much to learn exactly in figures or words what the different grain inspectors understand by "reasonably clean," "reasonably sound," "reasonably dry," etc. Would it be possible for two of them to agree on its meaning in their work two days in succession? Surely the use of so many indefinite terms in describing quality can not be considered reasonably clear, and sometimes I wonder if the rule makers who insist upon the use of rubber terms are reasonably honest. What is the objection to having all grading rules say precisely what is meant? If the continued use of indefinite terms is justified even in the smallest degree, I would be pleased to know of it.—F. W. Janes.

PIPING GASOLINE ENGINE FOR KEROSENE.

Grain Dealers Journal: We note the article in the Grain Dealers Journal June 10, page 672, about using kerosene in gasoline engine, as described and illustrated by Edwin Beggs, and would ask: Has Mr. Beggs had any trouble in keeping the engine running steady, and does it require more attention than gasoline? Does the engine make much smoke; is the cylinder filling up with soot? Is any water spray used in the carburetor?—J. & J. Leas, West Manchester, O.

Ans.: We have been using coal oil in a 20-h.p. Fairbanks-Morse Gasoline Engine. The exhaust is blue white. Oil may be safely turned on within 10 minutes after starting the engine on gasoline and there will be no sooting of the engine, sparkers or valves. The oil is giving in every way as good results as the gasoline was. We have made a saving of \$1.10 per day since using kerosene.—J. J. Paddock & Sons.

Our engine develops more power from the kerosene than the gasoline and uses less of the former. To make sure that we were not injuring our engine in any way we have taken out the piston and rings three different times, and to our surprise, found that instead of being gummed as is the case when using gasoline, they were as clean and free as when new, so that it may be found necessary to use more cylinder oil than when consuming gasoline. Once the engine is properly running it is not more liable to stop than if using gasoline. We find fully 50 per cent saving in using kerosene oil.—Willits & Willits.

We have equipped one of our engines to use kerosene oil instead of the gaso-

line, which we did at small cost. We have been operating this engine about two weeks with entire satisfaction, thus reducing the cost of power to operate our machinery almost one-half.—Walker Mfg. Co.

We have equipped another engine and used the tanks that supply water to keep the engine cool. We find that it works as well as the first arrangement. It has a cut-off that regulates the flow of water. After running about 5 minutes we turned on the kerosene and it never stopped.—Edwin Beggs, Ashland, Ill.

Seeds

The warehouse of the Customs Seed Co. at San Francisco, Cal., was recently burned.

Work is soon to begin on the new plant of the Dakota Improved Seed Co. at Mitchell, S. D.

J. E. Wing & Bro., of Mechanicsburg, O., have their seed house about completed and are installing machinery purchased of the Philip Smith Co.

The condition of old clover in Kentucky on June 1 is reported by Hubert Vreeland, commissioner of agriculture, to have been 78; of young clover, 83, and of alfalfa, 79. The total area of alfalfa in the state is 3,125 acres.

The F. B. Mills Seed Co. of Rose Hill, N. Y., has let the contract for the construction of a four-story brick building, 40x100 ft., at Washington, Ia., to be occupied as the western branch of its large mail order seed business.

Trade in clover seed at Toledo has not been very heavy, but the buying orders predominated. It seems to us as though it was too early to try and guess the outcome either way. With so many damage reports coming on wheat and oats it is reasonable to expect that clover seed has also suffered, but much depends upon the weather during the latter part of July and the first part of August.—J. F. Zahm & Co.

Bulls have been in clover this week. Some country buying has enabled the bulls to bid up prices of clover seed. Most shorts are stubborn and inclined to linger longer. Large dealers dislike to see high prices before the seed moves, but speculators do not always respect such wishes. Large dealers are compelled to load up when the crop is moving freely, generally in October, and then wait for the spring demand to relieve them of their stocks.—C. A. King & Co.

The Venable Seed Co., of Owensboro, Ky., has been adjudged bankrupt on petition of J. W. McJohnston, of Owensboro; W. H. Small Co., of Evansville, Ind., and J. B. Speed & Co., of Louisville, Ky., having claims respectively for \$6,164, \$3,360 and \$342. The company is composed of J. A. and T. S. Venable and others of Owensboro. The court has appointed J. A. Dean, referee in bankruptcy, to receive proof of claims.

The Henry Field Seed Co. has been incorporated at Shenandoah, Ia., to succeed Henry Field in the seed business. The directors are Henry Field, pres.; Chas. Simpson, vice-pres.; H. E. Eaton, sec'y and treas.; Ben G. Russell, A. L. P. Thompson, S. E. Field, and D. S. Lake. The capital stock is \$75,000, of which half is held by Henry Field. The new

company contemplates erecting one of the finest fireproof seed warehouses in the state; and has been considering Des Moines and Atlantic, Ia., as a location, as well as Shenandoah.

Imports of clover seeds for the 10 months prior to May 1 have been 20,891,000 lbs., and the imports for April 1,819,000 lbs. Prior to July 1 the imports of clover were not stated separately. Exports of seed during the 10 months have been 3,769,000 lbs. clover seed, 17,744,000 lbs. timothy seed, other grass seeds valued at \$367,000, and 5,455,000 bus. flaxseed; compared with 2,225,000 lbs. clover seed, 10,454,000 lbs. timothy seed, other grass seed valued at \$213,000, and 2,182,000 bus. of flaxseed, during the corresponding period of 1905-6, as reported by O. P. Austin, chief of the Bureau of Statistics.

The acreage of clover sown this year compared with that sown last year is reported by the U. S. Dept. of Agri. as 95 in Ohio, 96 in Indiana and Michigan; 100 in Missouri; 101 in Iowa; 103 in Illinois and Wisconsin and 104 in Minnesota. The condition on June 1 of clover, alfalfa and bluegrass for seed was 74, 78 and 81 in Ohio; 76, 79 and 84 in Indiana; 82, 85 and 88 in Illinois; 73, 88 and 83 in Michigan; 95, 93 and 89 in Minnesota; 80, 80 and 77 in Iowa; 82, 83 and 82 in Missouri, and in Wisconsin, 70 for clover and 88 for alfalfa, blue grass not being reported in Wisconsin.

Eighteen of the principal firms in the state met at Des Moines recently and organized the Iowa Seed Dealers Ass'n, with C. N. Page, of Des Moines, pres.; Henry Field of Shenandoah, vice pres.; W. C. Adams of Decorah, sec'y, and J. T. Hamilton of Cedar Rapids, treas. State Dairy Commissioner-Wright, who will have charge of the enforcement of the pure seed law which will go into effect July 4, addressed the dealers on the provisions of the act, and they agreed to aid him in enforcing the law. An endeavor will be made to stop the shipment of noxious weed seeds into the state by the cheap mail order houses, by educating buyers to use pure seed. In an investigation by the Iowa state college at Ames, out of 130 samples of clover seed shipped into the state 98 were found to contain buckhorn and dodder seeds and 21 Canada thistle seeds.

Association Meetings.

June 25 the export grain exchanges hold a conference at the Chamberlain hotel, Old Point Comfort, Va., to organize an International Ass'n.

June 25-26-27 the American Seed Trade Ass'n will hold its annual meeting at New York.

June 26-27 the Ohio Grain Dealers Ass'n will hold its annual meeting at The Breakers, Cedar Point, O.

July 9 the Iowa Grain Dealers Ass'n will hold its annual meeting at Des Moines, Ia.

July 11-12th the Tri-State Grain Dealers Ass'n will hold annual meeting at Sioux Falls, S. D.

July 16, 17 and 18 the National Hay Ass'n will hold its annual meeting at the Cataract-International Hotel, Niagara Falls. An attendance of 900 is expected by Sec'y Goodrich.

Aug. 7-8 The Michigan Hay Ass'n will meet at Saginaw.

Oct. 2 and 3 the Grain Dealers National Ass'n will hold its annual meeting at Cincinnati, O.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

LIMIT TIME FOR REINSPECTION.

Grain Dealers Journal: We note a suggestion in the last issue of the Grain Dealers Journal that there ought to be a rule in the Minneapolis market, compelling the purchaser to have the car re-inspected within a certain length of time, or else accept on the grade sold by. We think this would be a very good plan and would favor putting some such rule in force.—E. A. Brown & Co., Minneapolis, Minn.

GRADE ALL PURCHASES FROM FARMERS.

Grain Dealers Journal: During the last year we have been grading all grain purchased from farmers and have paid them according to the grade of their grain. We find this practice far more satisfactory to the farmers and especially pleasing to those who market their grain in prime condition. The farmer who brot in grain in good condition received more for his grain.

We kept the good grain separate from the poor. It graded better in the terminal market and we received a better price for it. We suffered fewer losses and discounts on account of off-grade than ever before. Naturally we lost some grain as farmers having damaged grain preferred to sell to competitors, who did not discriminate as to quality of grain offered. However, we made more money and had less trouble than ever before.

We think the only way to buy at country stations is by grade and to pay close to the market for good grain. Discount the poor grain heavily just as you will be discounted when you ship it. The scooper can not discriminate between grades. He must pay the same for all and mix it all together in the same car. By buying grain according to grade, elevator men can obtain relief from scoop-shovel competition.

If any other elevator men have followed the same plan, we wud be pleased to read of their experience in these columns.—Brady Bros., Batson, O.

THE GRAIN DEALERS PROBLEM.

Grain Dealers Journal: The regular grain dealer is today, and has been for some years past, confronted with one of the most delicate problems known to the trade, viz: where farmers ship their grain directly to the central market, after receiving the local elevator man's bid for it. But the mere fact of his shipping constitutes a small part of the problem, for, the leading figure is assumed by the commission merchant who "winks at" or encourages such business.

It seems, after a careful dissecting of the question, that the fault lies largely with the commission merchant, who either solicits or fails to discourage such shipments. Is it not a logical argument that the regular dealer is entitled to the handling of all grain, from the fact that he is practically the maker of the market by shipping the year around and has his

money invested in elevator or warehouse property for this purpose?

The general trade has always upheld this argument, grain associations have adopted and sought to advance it and fair-minded farmers have recognized the equity of it. The majority of regular dealers are always ready to pay a reasonable price for all grain, according to the market, and are satisfied to take the chance of realizing a fair profit. There are many difficulties he has to contend with when shipping, such as, delays in transit, deterioration in quality and fluctuations in the market.

Of course, there is no "monopoly" connected with the grain trade, and any farmer has the privilege of doing a shipping business provided he has the proper facilities, but is it right for any regular member of the trade to encourage him in doing so, either directly or by implication? It will benefit all concerned if those who have persisted in such practices will finally arrive at a point where the reasonableness of the established and prevailing rule of the trade will appeal to them.—E. F. R.

ONE CAUSE OF HOT CORN AT BUFFALO.

Grain Dealers Journal: As many of my cars of corn shipped to Buffalo during the spring months arrived in heating condition, I visited that market for the purpose of learning the cause of my grain deteriorating and found that the principal cause was that it was kept too long in the tight box cars.

It seems that all grain arriving over the Nickel Plate Ry. must be transferred thru the Nickel Plate elevator, even tho the grain be billed to some other elevator in Buffalo. As I understand it, the Nickel Plate elevator's receiving capacity does not exceed twenty-five cars of dry grain per day, and this is reduced when grain is hot.

All grain arriving over the Lake Shore R. R. must be transferred by the Lake Shore elevator, which has receiving capacity of about forty cars per day. Several Buffalo receivers were able to induce the manager of the Lake Shore elevator to permit their cars to be switched to the elevators on the Buffalo Creek R. R. or Belt Line and transferred by one of the

three elevators on that line; receivers paying a transfer charge as well as \$1.10 switching in and \$1.10 switching out.

The Export, Eldad and Electric elevators are the only houses on the Buffalo Creek Belt which have facilities for receiving from cars.

Notwithstanding the fact that the Nickel Plate elevator was several weeks behind with its transfer work, no receiver was able to hasten the unloading of cars; hence corn arriving over the Nickel Plate R. R. was held in yards for weeks at dear cost to every shipper on that line. I think each shipper on the Lake Shore and Nickel Plate roads, who have suffered losses owing to corn getting hot in transit shud make up a statement of the facts showing dates of arrival and first inspection in Buffalo and ask payment of claim by the railroad company. The original documents shud not be given to carrier as it may be necessary to sue the claims in order to collect. The case is one in which the railroad company is clearly to blame and no shipper shud be expected to bear any portion of the losses due to corn getting hot.

Trusting every shipper along these two lines in territory tributary to Buffalo will press the railroads to permit unloading of their cars at any Buffalo elevator, I am,—One of the Losers.

Lightning Destroyed Elevator.

The elevator of the Keel Grain Co., at Gainesville, Tex., containing 75,000 bus. of wheat was destroyed by fire June 3. The disastrous conflagration was started by the explosion of a tank containing oil located about 300 feet from the elevator, which was struck by lightning during a terrific electrical storm, and the fire soon spread to the elevator.

At the left of the illustration shown herewith is the remnants of a tank belonging to a local gas company which contained oil. To the right is a pool of oil.

The elevator was equipped with modern machinery, and the loss on it and the wheat is about \$80,000. The loss is covered by insurance. The A. T. & S. Fe lost three cars, one of which was filled with wheat, and other property adjacent to the elevator.



Ruins of Keel Grain Co.'s Elevator at Gainesville, Tex.

Second Meeting of Uniform Grade Congress

The second meeting of the Uniform Grade Congress was called to order in the directors room of the Chicago Board of Trade at 11 a. m. June 20, by J. W. McCord.

Sec'y Courcier of the Nat'l Ass'n stated that as a number of the delegates were not present he would suggest the Congress adjourn until 2 p. m. A motion to this effect carried.

AFTERNOON SESSION.

The meeting was called to order at 2:15 and E. M. Wayne moved that the acting chairman, J. W. McCord be made the permanent chairman of the Congress. Carried.

S. W. Strong moved that J. F. Courcier act as sec'y. Carried.

J. F. Courcier: I have tried to keep you fully posted as to what has transpired since the Congress met here last December. Some are not fully aware why we are here. After the adjournment of the first Congress we took up the work of asking the different exchanges to adopt the rules brot forth by the Congress. Nine markets and one state inspection department adopted them, others said that they did not feel like committing themselves until competing markets signified their willingness to adopt the rules. Those who adopted the rules wanted the assurance that others wud do likewise. As it was a hard matter to have objections put in a concrete form thru correspondence it was decided to call the Congress together and find out exactly what the objections were. This was necessary as no two markets would want the same changes. Some markets felt that some of the recommendations shud be changed to meet certain conditions.

I recommend that all trade customs which wud tend to defeat the purpose of this Congress be laid aside and all come out into the open.

New York is not represented, their reason being, not time enough to determine whether the recommendations of the first Congress were practical.

Baltimore has not changed her position and is not represented.

Mr. Hawkins of Nashville will not be here but they are with us. We feel that we have done our duty and now turn the work over to you and hope you will not undo the good work done last December.

A. E. Reynolds: Last December I spoke to you from the standpoint of the country shipper and track buyer and tried to show you the necessity of reform. I stand for the uniform grading of grain thruout the country. I consider our methods crude, not dishonest. I think you all remember the report of the sec'y regarding the many different names and phraseology used by the different markets to describe a few grades of grain. The question is, do we see the need of a change? Any man who sees his own errors and tries to correct them will come out all right. It is hard to get every market to see its shortcomings.

We are now up against the proposition whether we shud take care of our own affairs or turn them over to the government. Congressman Watson of Ind. will fight for Federal inspection, and I want to tell you he is no mean adversary. His bill failed to pass the last Congress as it did not get out of the committee. Mr.

Watson made a strong talk at the Indiana meeting this week in favor of Federal inspection. We are nearer Federal inspection now than we ever have been.

I can find no serious objection to the rules formulated, they are perhaps crude. Any market that will not come out and say they will not assist in this work must have rules that are dishonest. I want to say that one year hence when you are working under Federal inspection, I will have a clear conscience. I will know that I did all I cud to defeat it, and you who did not help will have brot a calamity upon your business.

The roll was called and showed the following markets and departments represented:

Boston, Geo. F. Reed and Seth Catlin; Buffalo, Alfred Anderson; Cairo, J. B. Gillespie; Chicago, H. W. Sager, W. N. Eckhardt, J. F. C. Merrill, Geo. A. Wegener; Cincinnati, C. E. Nippert; Columbus, O., J. W. McCord; Fraternity of Operative Millers, Geo. H. Lewis and J. F. Mueller; Grain Dealers Nat'l Ass'n, J. W. McCord, A. E. Reynolds, A. R. Sawers, J. F. Courcier; Ill. State Inspection Dept., W. S. Cowen, Wm. Smillie and S. H. Smith; Ill. Grain Dirs. Ass'n, E. M. Wayne, Geo. A. De Long, Geo. H. Hubbard, L. J. Jeter, S. W. Strong and C. V. Barr; Indianapolis, H. E. Kinney; Iowa Grain Dirs. Ass'n, Geo. A. Wells and J. A. Tiedeman; Kansas State Inspection Dept., J. W. Radford; Louisville, H. H. Bingham; Minnesota Inspection Dept., F. W. Eva; Newport News, W. S. Upshur; Ohio Grain Dirs. Ass'n, Fred Mayer and J. W. McCord; Peoria, A. G. Tyng and C. C. Miles; Philadelphia, Sam'l McKnight; Pittsburg, J. A. A. Geidel; St. Louis, John Dower; Tri-State Grain Dirs. Ass'n, J. J. Quinn; Toledo, E. H. Culver.

Geo. A. Wells: This question has not been discussed by the Iowa Grain Dealers Ass'n. I wud have no hesitancy in saying that uniform inspection wud be a benefit to the Iowa grain dealers. It is almost impossible for a grain dealer not doing a large business to decide what market wud be the best for him to ship to. If there were uniform grades at every market it wud simplify matters for him. At present I think at many markets inspection is used as a means of competition.

We have found that corn going out of an eltr. that was shipped in, in the winter and loaded out in warm weather wud precipitate moisture which wud be absorbed by the corn and cause it to heat. I think in fixing the grades on corn this shud be taken into consideration.

Sec'y Courcier stated that the following markets had accepted the rules of the Uniform Grade Congress: Philadelphia, Pittsburg, Cincinnati, New Orleans, Nashville and Buffalo. Also the Minnesota State Inspection Department, Norfolk, Toledo and Galveston adopted them without any reservation.

W. N. Eckhardt: The rules for establishing uniform grades of grain have had the careful attention of the grain committee. The more we tried them the less they wud fit and we can not recommend them without many changes. They are not practical for the handling of grain either in or out of this market.

We spent much time to find out what

the rules on oats meant, tried to demonstrate on various samples of grain shipped to this market, but we cud not apply them.

The rules so far as corn is concerned can not be applied to corn coming to Chicago. Sulphured oats shud be classed as sulphured oats and nothing else. You only have three grades of rye while in our market four grades are absolutely necessary. The Chicago trade cud not tie themselves to abide by your uniform rules.

Geo. F. Reed: As far as Boston is concerned, she is now and has been in favor of uniform grades of grain, in theory at least. Boston cud not adopt these rules unless competitive markets did likewise.

H. E. Kinney: The Indianapolis Board of Trade have decided that they are willing to accept the rules as adopted with a few modifications.

J. W. Radford, Kans. State Dept.: A board makes our rules. They think the rules wud be all right, except the moisture test in corn. I think the sooner we get to a uniform basis the better off we will be.

H. H. Bingham: The grain committee of Louisville gave the matter careful consideration and resolved that the grades of grain adopted at Chicago be accepted and shall not go into effect until adopted by the Ill., Mo., Kans. and Neb. inspection departments.

W. S. Upshur, Newport News: We simply represent the export trade. We wud be pleased and happy to see universal grades established. We are in a peculiar position, if New York and Baltimore do not come in. We have always followed New York rather than try to lead her. There is a movement on foot, started by New Orleans, to get the export people together to adopt uniform grades for the export trade. Since 1901 we have never received a car of corn after Dec. 15 that had any old corn mixed in it. New corn is shipped before it has matured. When I was last in England I saw corn on the Liverpool docks that ought to have been out here in Ill. on the cob and maturing.

C. C. Miles: The Peoria Board of Trade feels that the grades of this country shud be uniform, and we are ready to do anything the other western markets do.

E. M. Wayne: It seems to me the thing to do is to thrash this thing out as a committee of the whole and I so move you.

E. H. Culver: I think it cud be done more expeditiously with sub committees.

A. E. Reynolds: I wud first like to take up Chicago objections and thrash them out as I feel if we have Chicago with us it will not make much difference with New York and Baltimore out.

W. N. Eckhardt suggested that Chicago rules be read and reads them.

Mr. Reynolds: It seems to me that if something such as Chicago suggests cud be put thru there is yet hope to stave off federal inspection.

E. H. Culver: I will concede that our corn rules are wrong.

Geo. F. Reed: If these rules were adopted by the Congress wud they be adopted by the Ill. Inspection Dept.?

W. N. Eckhardt: If the rules were adopted we cud go before the Ill. Dept. and ask them to adopt them.

The following sub committees were appointed to consider the various rules and report at 10 a. m. Friday.

Corn Committee: Chairman, E. M.

Wayne; W. S. Cowen, Seth Catlin, H. E. Kinney, C. C. Miles, Fred Mayer, W. S. Upshur, W. N. Eckhardt.

Wheat Committee: E. H. Culver, chairman; G. A. Wegener, F. W. Eva, Alfred Anderson, J. W. Radford, John Dower, Geo. H. Lewis, Charles B. Pierce.

Oats Committee: Geo. F. Reed, chairman; S. H. Smith, Wm. Smillie, C. F. Merrett, Sam'l McKnight, J. A. A. Geidel, J. J. Keller, J. B. Gillespie.

Rye Committee: H. H. Bingham, chairman; C. E. Nippert, J. C. Merrill.

The meeting then adjourned until Friday at 10 a. m.

Friday Morning Session.

The meeting was called to order by Chairman McCord at 10:30. The report of the corn committee was then submitted. A great deal of discussion resulted over the use of the word REASONABLE. Secy. Courcier suggested that a set of definitions be gotten up of these uncertain terms stating the maximum and minimum of limitations for these words.

Geo. F. Reed: Boston wants 90% in No. 2 yellow corn instead of 95%. Think the rules as read by Mr. Eckhardt come nearer to what we want and to what can be adopted.

W. S. Upshur: I think if the percentages were left in, it wud lead to an arbitration on every cargo.

H. E. Kinney: It is easy to determine the percentage of moisture, but I have always opposed the word clean. No car load of grain can be shipped and arrive in as clean a condition as when loaded. We will have to leave some little latitude to the inspectors.

J. W. Radford: I cud never understand why if you can determine on a definite amount of moisture you cud not determine what a definite amount of damaged grain wud be.

E. H. Culver: We have got to get down to a percentage basis as near as possible, for the government is working along this line.

A. E. Reynolds: How much encouragement are you going to give the farmers to plug your grain, if you say 15% the farmer will put in that much, if you say reasonable, he will put in all he dares, if you say clean he will put in as little as he dares. You better put around the rules all the safeguards you can. The oftener corn is handled the more dirt it will show. I feel that the word reasonable will come nearer to what we want than anything else. If you put in the percentage or word clean you will bring trouble on your head.

The oats committee made its report.

It was said that you cud not get oats too light for the southeastern trade, as they don't like to weigh anything, hence the lighter the oats the more profit.

The grade of yellow oats as proposed was not at all to the liking of the delegates, as they thought it wud permit the throwing of white oats which might on account of natural conditions have a yellowish cast into this grade and it was therefore stricken out.

The meeting then adjourned.

FRIDAY AFTERNOON SESSION.

The meeting was called to order at 2:30. Chairman McCord thanked the delegates for the help they had given him and turned the chair over to the first vice pres. of the Nat'l Ass'n, Mr. Fred Mayer, as he had to leave, being called home.

The chairman of the wheat committee read the report of his committee. The

stumbling block came on the rules for hard winter wheat, especially when taken in connection with the rule for the grading of mixed wheat. This was finally adjusted and the wheat rules were adopted. The rules as finally adopted follow:

WHITE WINTER WHEAT.

No. 1 white winter wheat Shall include all varieties of pure, soft white winter wheat, sound, plump, dry, sweet and clean, and weigh not less than 58 lbs. to the measured bushel.

No. 2 white winter wheat Shall include all varieties of soft white winter wheat, dry, sound and clean, may contain not more than 5 per cent. of soft red winter wheat, and weigh not less than 56 lbs. to the measured bushel.

No. 3 white winter wheat Shall include all varieties of soft white winter wheat, may contain 5 per cent. of damaged grains other than mow-burnt wheat, and may contain 10 per cent. of soft red winter wheat, and weigh not less than 53 lbs. to the measured bushel.

No. 4 white winter wheat Shall include all varieties of soft white winter wheat not fit for a higher grade in consequence of being poor quality, damp, musty or dirty, and contain not more than 10 per cent. of soft red winter wheat.

RED WINTER WHEAT.

No. 1 red winter wheat Shall be pure red winter wheat of both light and dark colors, sound, sweet, plump and well cleaned and weigh not less than 60 lbs. to the measured bushel.

No. 2 red winter wheat Shall be red winter wheat of both light and dark colors; shall not contain more than 5 per cent. of white winter; sound, sweet and clean, and weigh not less than 58 lbs. to the measured bushel.

No. 3 red winter wheat Shall be sound red winter wheat not clean and plump enough for No. 2; shall not contain more than 5 per cent. of white winter, and weigh not less than 55 lbs. to the measured bushel.

No. 4 red winter wheat Shall be red winter wheat; shall not contain more than 5 per cent. white winter; damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

HARD WINTER WHEAT.

No. 1 hard winter wheat Shall include all varieties of hard winter wheat, sound, plump, dry, sweet and clean, and weigh not less than 61 lbs. to the measured bushel.

No. 2 hard winter wheat Shall include all varieties of hard winter wheat, dry, sound, sweet and clean, and weigh not less than 59 lbs. to the measured bushel.

No. 3—hard winter wheat, shall include Hard Winter Wheat of both light and dark colors, not clean and plump enough for No. 2, and weigh not less than fifty-five pounds to the measured bushel.

No. 4 hard winter wheat Shall include all varieties of hard winter wheat not fit for a higher grade in consequence of being poor quality, damp, musty or dirty.

NORTHERN SPRING WHEAT.

No. 1 hard spring wheat Shall be sound, bright, sweet, clean and consist of over 50 per cent. of hard Scotch type, and weigh not less than 61 lbs. to the measured bushel.

No. 1 northern spring wheat Shall be sound, sweet and clean, may consist of the hard and soft varieties of spring wheat, but must contain a larger proportion of the hard varieties, and weigh not less than 57 lbs. to the measured bushel.

No. 2 northern spring wheat Shall be spring wheat not clean enough or sound enough for No. 1, but of good milling quality, and must not weigh less than 55 lbs. to the measured bushel.

No. 3 northern spring wheat Shall be composed of inferior, shrunk, spring wheat and weigh not less than 54 lbs. to the measured bushel.

No. 4 northern spring wheat Shall include all inferior spring wheat that is badly shrunk or damaged, and weigh not less than 49 lbs. to the measured bushel.

Rejected spring wheat Shall include all varieties of wheat sprouted, badly bleached, or for any other cause unfit for No. 4.

SPRING WHEAT.

No. 1 spring wheat Shall be sound, plump and well cleaned, and weigh not less than fifty-nine lbs. to the measured bushel.

No. 2 spring wheat Shall be sound, clean and of good milling quality, and weigh not less than 57½ lbs. to the measured bushel.

No. 3 spring wheat Shall include all inferior, shrunk, or dirty spring wheat, weighing not less than 53 lbs. to the measured bushel.

No. 4 spring wheat Shall include spring

wheat, damp, musty, grown, badly bleached, or for any cause which renders it unfit for No. 3.

WHITE SPRING WHEAT.

The grades of No.'s 1, 2, 3 and 4 white spring wheat shall correspond with the grades of No.'s 1, 2, 3 and 4 Spring Wheat, and contain not more than five per cent. of red spring wheat.

DURUM (MACARONI) WHEAT.

No. 1 durum wheat Shall be bright, sound, well cleaned, dry and be composed of durum, commonly known as macaroni wheat, and weigh not less than 60 lbs. to the measured bushel.

No. 2 durum wheat Shall be clean, dry and of good milling quality. It shall include all durum wheat that for any reason is not suitable for No. 1 durum, and weigh not less than 58 lbs. to the measured bushel.

No. 3 durum wheat Shall include all durum wheat bleached, shrunken, or for any cause unfit for No. 2, and weigh not less than 55 lbs. to the measured bushel.

No. 4 durum wheat Shall include all durum wheat that is badly bleached, or for any cause unfit for No. 3.

PACIFIC COAST WHEAT.

No. 1 Pacific coast red wheat Shall be dry, sound, clean and free from smut, and weigh not less than 59 lbs. to the measured bushel.

No. 2 Pacific coast red wheat Shall be dry, sound, clean and only slightly tainted with smut and alkali, and weigh not less than 58 lbs. to the measured bushel.

No. 3 Pacific coast red wheat Shall include all other Pacific coast red wheat. It may be smutty or musty, or for other reasons unfit for flouring purposes, and weigh not less than 54 lbs. to the measured bushel.

No. 4—Pacific coast white wheat shall be graded according to the rules of Pacific coast red wheat. In case of mixture of Pacific coast wheat with our home-grown wheat, red or white, such mixture shall be graded as Pacific coast wheat.

MIXED WHEAT.

In case of appreciable mixture of Red and White Wheat, Spring or Winter or Durum, or any of these with each other, it shall be graded according to the quality thereof and kind of wheat predominating and be classified as No. 1, 2, 3 and 4 Mixed Wheat, and the inspector shall make notations describing the character.

NO GRADE—GENERAL RULE.

All wheat, barley, oats, rye and corn that is in a heated condition, too musty, or too damp to be safe for warehousing, or that is badly bin-burnt, fire-burnt, fire-smoked, or damaged, mixed with garlic, onions, or containing live weevil, exceedingly dirty, or where difference kind of grain are badly mixed with one another, shall be classified as NO GRADE, and the inspector shall make notations as to quality and condition.

YELLOW CORN.

No. 1—yellow corn, shall be ninety-eight per cent Yellow, sweet, sound, plump and well cleaned, and should contain not more than fifteen per cent of moisture.

No. 2—yellow corn, shall be ninety per cent Yellow, sweet, shall be REASONABLY clean and should not contain more than fifteen and one-half per cent of moisture.

No. 3—yellow corn, shall be ninety per cent Yellow, sweet shall be REASONABLY clean and REASONABLY sound and should not contain more than nineteen per cent of moisture.

No. 4—yellow corn, shall be 90% Yellow, sour damp, musty or very dirty, and shall not contain a larger proportion of badly damaged corn.

WHITE CORN.

No. 1—white corn, shall be ninety-nine per cent White, sound, sweet, plump and well cleaned, and should contain not more than fifteen per cent of moisture.

No. 2—white corn, shall be ninety-five per cent White, sweet, shall be REASONABLY clean and should not contain more than fifteen and one-half per cent of moisture.

No. 3—white corn, shall be ninety-five per cent White, sweet, shall be REASONABLY clean and REASONABLY sound, and should not contain more than nineteen per cent of moisture.

No. 4—white corn, shall be ninety-five per cent White, damp, sour, musty or very dirty, and shall not contain a larger proportion of badly damaged corn.

CORN.

No. 1—corn, shall be Mixed Corn of various colors, sweet, sound, plump, and well cleaned and should contain not more than fifteen per cent of moisture.

No. 2—corn, shall be Mixed Corn of various colors, shall be REASONABLY clean and should not contain more than fifteen and one-half per cent of moisture.

No. 3—corn, shall be Mixed Corn of various colors, shall be REASONABLY clean and REASONABLY sound and should not contain more than nineteen per cent of moisture.

No. 4—corn, shall be Mixed Corn, of various colors, that is damp, musty sour or very dirty, and shall not contain a larger proportion of badly damaged corn.

WHITE OATS.

No. 1—white oats, shall be White, dry, sweet, sound, bright, clean, free from other grain, and weigh not less than thirty-two pounds to the measured bushel.

No. 2—white oats, shall be ninety-five per cent White, dry, sweet, and shall be REASONABLY clean, weigh not less than twenty-eight pounds to the measured bushel.

Standard white oats, shall be $\frac{3}{4}$ White, dry, sweet, and shall be REASONABLY clean and REASONABLY free from other grain and weigh not less than twenty-eight pounds to the measured bushel.

No. 3—white oats, shall be $\frac{3}{4}$ White, may be stained or bright yellow in color, not sufficiently clean and sound for standard oats and weigh not less than twenty-four pounds to the measured bushel.

No. 4—white oats, shall be $\frac{3}{4}$ White, and shall include oats that are very yellow or badly stained, damp, badly damaged, musty, very dirty or for any other cause unfit for a higher grade.

WHITE CLIPPED OATS.

No. 1—white clipped oats, shall be ninety-eight per cent White, dry, sweet, sound, bright, clean, free from other grain and weigh not less than thirty-six pounds to the measured bushel.

No. 2—white clipped oats, shall be ninety-five per cent White, dry, sweet, and shall be REASONABLY clean and weigh not less than thirty-four pounds to the measured bushel.

No. 3—white clipped oats, shall be $\frac{3}{4}$ White, may be stained or bright yellow in color, shall be REASONABLY clean and weigh not less than twenty-eight pounds to the measured bushel.

MIXED OATS.

No. 1—mixed oats, shall be oats of various colors, dry, sweet, sound, bright, clean, free from other grains and weigh not less than thirty-two pounds to the measured bushel.

No. 2—mixed oats, shall be oats of various colors, dry, sweet, and shall be REASONABLY clean and weigh not less than twenty-eight pounds to the measured bushel.

No. 3—mixed oats shall be mixed oats of various colors, shall be REASONABLY clean, and REASONABLY free from other grains, not sufficiently sound for No. 2 oats and weigh not less than 24 pounds to the measured bushel.

No. 4—mixed oats, shall include mixed oats of various colors that are damp, badly damaged, musty, very dirty, or for any other cause unfit for a higher grade.

MIXED CLIPPED OATS.

No. 1—mixed clipped oats, shall be clipped oats of various colors, dry, sound, clean, free from other grain and weigh not less than thirty-six pounds to the measured bushel.

No. 2—mixed clipped oats, shall be clipped oats of various colors, dry, sweet, and shall be REASONABLY clean and REASONABLY free from other grains and weigh not less than thirty-four pounds to the measured bushel.

No. 3—mixed clipped oats, shall be clipped oats of various colors, and shall be REASONABLY clean and weigh not less than twenty-eight pounds to the measured bushel.

PURIFIED OATS.

The Grades of Nos. 1, 2, 3 and 4 Purified Oats shall correspond with the grades of Nos. 1, 2, 3 and 4 White Oats, except that they shall be purified.

RYE.

No. 1—rye, shall be sound, sweet, dry, clean and free from other grains, and shall weigh not less than fifty-six pounds to the measured bushel.

No. 2—rye, shall be sweet, dry and free from mixture of corn, barley, or oats and may contain not more than two per cent of wheat dirt or foreign matter, and weigh not less than fifty-five pounds to the measured bushel.

No. 3—rye, shall be sweet but may contain not more than one per cent of corn and barley, nor more than five per cent of wheat or oats or other foreign matter, and

weigh not less than fifty-two pounds to the measured bushel.

No. 4—rye, shall be damp, musty or for any cause unfit for No. 3.

There being no change in the Barley Rules as adopted by the last Congress they remain the same and were not discussed.

E. H. Culver: I move that a vote of thanks be extended to the sampling department for the type samples they prepared and to the Chicago Board of Trade for the use of the Directors Room and the help they have given us in trying to come to some understanding on uniform grading of grain. Carried.

J. F. Courcier: You are closing without instructing the secy. The Nat'l Ass'n has spent several hundred dollars and asked the leading exchanges to help us out. Some did. No ass'n has ever had enough money to carry on its work. It depends on you how vigorously you wish to carry on the work.

W. N. Eckhardt: I wud suggest that the secy. extend an invitation to meet at the same time the Nat'l Ass'n does in Cincinnati and on Tuesday, Oct. 1, prior to the Nat'l meeting, and so move you.

After some discussion Mr. Eckhardt withdrew his motion and modified it to meet again at call.

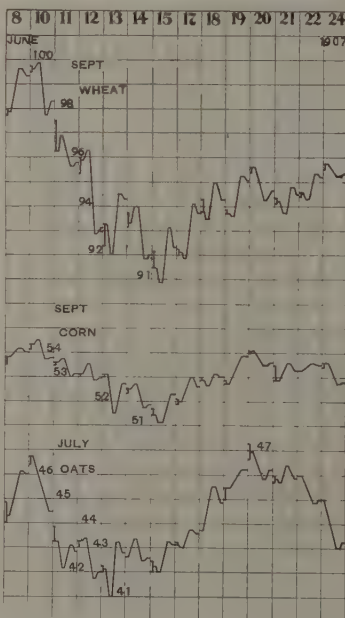
Secy. Courcier: I think this organization shud have an executive committee, composed of the members from various parts of the country, so I cud go to them for advice. I think it wud advance the work.

W. S. Upshur: I think that the exchanges who have adopted the rules shud be notified and be given some explanative preamble for the new rules and some assurance of their adoption and I so move you. Carried.

The Congress then adjourned to meet again at the call of the secy.

Chicago Prices

The opening, high, low and closing quotations on wheat and corn for September and on oats for July delivery at Chicago for two weeks prior to June 25 are given on the chart herewith.



Protest Against Advance in Basing Rate.

The complaint by the Toledo Produce Exchange to the Central Freight Ass'n against the advance in the basing rate used for the territory east of Chicago to 19½¢ per 100 lbs., Chicago to New York while leaving the basis of grain originating south, north and west of Chicago on the old basing rate of 17½¢, has been joined by the Indianapolis Board of Trade, the Cincinnati Chamber of Commerce, the Winter Wheat Millers League and the Detroit Board of Trade.

Their objections were well presented at a hearing before the Central Freight Ass'n at Chicago recently, by Fred Mayer, pres., Toledo Produce Exchange, Henry L. Goemann of the Toledo Produce Exchange; E. W. Bassett for the Indianapolis Board of Trade, E. E. Williamson for the Cincinnati Chamber of Commerce, M. H. Davis for the Millers League, Mr. Shaw for the Detroit Board and F. L. Sullivan for the American Hominy Co.

The points made by the complainants are "We have always been to a disadvantage, owing to the lake and railroad rates, which have existed during the summer months, and it has been the custom of the roads therefore to make a summer rate, as well as a winter all rail rate, and the summer all rail rate was usually a reduction in rates, so as to give this territory east of Chicago an opportunity to get on a competitive basis with the lake and rail shipments. Take as an illustration the price of corn—we will say for an example—is 50 cents a bushel track New York. The rate from Chicago via boat averages say 1½¢ cent per bu., lake insurance ¾¢ cent per bu., at and east of Buffalo 4¼¢ cent a bu., add to this the transfer charge, which the all rail line enjoys, and which the lake and rail shipment does not, of ¾¢ cent per bu., makes a total of 6½¢ cents per bu. to put the grain from Chicago to New York, making the net price of the grain 43½¢ cents track Chicago. Compared to this, on the old basis we worked on a rate of 17½¢ cents per 100, making 9.8 cents per bu. for the cost of the delivery of grain to New York from our territory, taking the Chicago rate or a net price of 40.2 cents per bu. track shipping station, or in other words, 3.4 cents per bu. less than was netted at Chicago, taking the same rate per 100 that this country station took on its shipment of corn; or in other words the producer at the Chicago freight point had to accept proportionately 3¾¢ cents per bu. less than the man who had his corn in Chicago.

"Under the new arrangement, however, this basis has been advanced to 19½¢ cents per 100, making a total of 10.92/100 or practically 11 cents per bu., therefore netting only 39 cents for this corn at shipping station or an additional cost of 1½¢ cents per bu., and increasing our relative difference to 4½¢ cents per bu. "We consider that this difference is not just and proper and that we should be equalized.

"With the close of navigation we of course are at a disadvantage of the 2 cents per 100 additional rate, which you imposed upon the territory east of Chicago."

At the close of the hearing the roads took the question under advisement.

Bulk grain storage in elevators again is being agitated by the millers of the Pacific Coast.



Illinois Grain Dealers Assn. at Banquet Tendered it by Chicago Board of Trade in The Casino, Wednesday Evening, June 12, 1907.

Mid-Summer Meeting of INDIANA GRAIN DEALERS

The mid-summer meeting of the Indiana Grain Dealers Ass'n was called to order in the Assembly Hall of the new Board of Trade Bldg., Indianapolis, Wednesday, June 19, at 10:40 a. m., by President T. A. Morrison, who read the following address:

President's Address.

To say that I'm not more than ordinarily pleased to have the pleasure of calling this meeting to order, would be falsifying, and the more I think of what this organization has done for the grain dealers of the State, the more surprised am I, to think we have so many dealers, who feel that benefits derived from this Ass'n are not sufficient to justify the expense. Should there be dealers here, who are not members, and I hope there are, they must not become offended when I say, there ought to be a law of some kind, depriving every dealer in the State of all benefits derived from Ass'n work, unless they are willing to contribute their proportion of the expense.

Until the year 1902, we had no state organization, but we had four divisions of the National Ass'n. Outside of the districts where the National had done its work, the grain business was anything but profitable. Unless a man wanted a chance to lose all the money he had, an elevator owner would look a long while before he could find a buyer for his property, and then it would not sell for more than 50 cents on the dollar, compared with the price of to-day.

On the 12th day of Dec. 1901, members of these divisions of the National Ass'n, held a meeting at the Kirby House in Muncie for the purpose of determining the advisability of organizing a State Ass'n. Although there were but few in attendance, I can look over this assembly to-day, and see at least half of the Dealers that composed it. After a thorough discussion of the necessity of a State organization, upon motion of Mr. Wood, it was decided to hold a meeting in Indianapolis, on Jan. 8th, 1902, for the purpose of organizing.

Mr. C. M. Barlow of Kokomo, Mr. Jas. Wellington of Anderson and Mr. M. C. Neizer of Monroeville, were appointed a Committee to draft a Constitution and By-Laws. The meeting as arranged, was held in the Board of Trade Assembly Room, and resulted in the organization of this Ass'n. The meeting closed with a membership of 42, the list being headed by W. W. Alder and closed with the name of Geo. C. Wood. From that date, each year has shown an increase in the membership until at present it reaches 300. Not yet, I am sorry to say, are 50% of the elevator owners, members of this Ass'n.

Will you go with me over just a part of the work of this Ass'n since the first of Jan'y? Then decide if you will, whether or not, it deserves your support. At our last meeting in Jan'y, the Legislature was in session, and we had on the Statute Books of Indiana, a law, that we had been fighting since our organization, and one that cost many of you, money, and plenty of it. A law known as the land-lords lien law. Now what have you in its place? Have you still a law compelling you to pay the second time for grain, when sold by the tenant, and the land-lord fails to get his rent? No, indeed, we now have what is known as Senate Bill No. 260. This bill not only covers land-lords liens, and chattel mortgages, but advancement of money on growing crops. Under the provisions of this law, it now becomes the duty of the party giving the mortgage or owing the rent, to give you notice in writing of the existing lien; and if you have given him money on his crop, and he sells it to some one else before refunding your money, he shall be deemed guilty of a felony, and upon conviction shall be imprisoned in the States prison, not less than one year nor more than three, or fined in any sum not exceeding one hundred dollars, or both. The passage of this bill, ends the fight grain dealers have been making, since the beginning of this organization.

Among the many bills passed by the sixty-fifth General Assembly, that more or less affect the interests of the Grain Dealers, may be mentioned Senate Bill No. 10, known as the Cavins Bill, making it embezzlement to dispose of any part of a

crop upon which there has been money advanced.

Senate Bill No. 257, known as the Mock Bill was passed to prevent the sale of cars, by conductors and brakemen. It makes the purchaser of the cars, equally guilty as the seller, fixes the crime as bribery and prescribes the punishment.

Senate Bill No. 354, known as the Wickwire Bill is to prevent, punish and prohibit, the business now conducted by "bucket-shops," and providing penalties for violation. The law has not succeeded in closing all these places in the State, but if the proper authorities enforce this law, "bucket-shops" will soon be a thing of the past.

House Bill No. 234, known as the Daily or Shippers Bill is a portion of the transportation laws of the State, and was passed for the purpose of increasing the power of the Railroad Commission. Whether or not the grain dealers of the state will be benefited by this act, is a matter yet to be decided.

It is now almost two years since Mr. John McCardle, Mr. Cloyd Loughry and Mr. A. E. Files were appointed as a committee to act with the Indiana Shippers Ass'n, in trying to get the Railroad Commission to formulate some rate governing the Indiana Car Service Ass'n in the collection of demurrage. The Commission finding it had no authority to assess penalties against the Railroad, and was unable to charge, the last Legislature, among many other things, granted this privilege. When you read Sec. 8 of chapter 231, of the Acts of the 65th General Assembly, you will think you have exactly what you want in the way of reciprocal demurrage. After providing that the bill shall pay applicant, one dollar per day for each twenty-four hours, beyond the date the cars were required to be furnished, the section reads as follows: "Provided, That such forfeiture shall not accrue if the carrier shall show to the satisfaction of the court, or jury, trying the cause, that it did not have the cars in its control at the time they were required for delivery."

This looks to me like some person has handed us a lemon. Is there a railroad within the State from whom you or anybody else, under this provision could collect the charges of demurrage for a single day? No matter if cars were not furnished for thirty days from the date of your order.

Your committee on laws does not claim the credit for the enactment of House Bill No. 234, but will be satisfied to be given credit for wiping from our Statute books the old landlords lien law, and giving you its substitute Senate bill No. 260.

The most important act of the Ass'n during the last six months, was the deferring of the advance in rates on grain, from April 1st to June 1st. Now we don't want to claim the credit for all the good things that happen in the territory covered by the Central Traffic Ass'n, but all the benefits derived by the Indiana shippers from this extension of time, must be credited to the Indiana Grain Dealers Ass'n and the Indiana Railroad Commission.

In view of the prompt action taken by this association, we deserve the credit. We are surely under obligations to our Ohio friends for their assistance; but had it not been for the Secretary of this Ass'n taking the matter up with the Railroad Commission of our State, no action would have been taken, consequently, no results obtained. There is not a grain dealer in the State who was not benefited by this extension of time, and thousands of dollars were saved to Indiana shippers alone. We feel that grain men not belonging to our Ass'n, should show their appreciation of this service by becoming members, as the freight we saved them on a single car, will pay their dues for one year.

I have statistics from an elevator broker which show elevators in the territory of Central Indiana, where this Ass'n has its strength, are selling for almost double the price of elevators of a like class, in the Northern and Southern parts of the State. Try to buy an elevator in the Central portion of the State and you will find the price anywhere from eight to twenty thousand dollars, but you can buy all the elevators you want where Ass'n methods are unknown, at prices ranging all the way from fifteen hundred to five thousand dollars,

and the broker tells me, it is hard even to get that price.

These Ass'ns not only make you money, but they have a tendency to make you neighborly. How much better for you to be on friendly terms with your competitor, than to be always going around with a chip on your shoulder, looking for the least excuse to start a fight. Does that help your bank account? I don't think so.

I have a friend, who at one time, was one of the principal grain dealers of Indiana, with plenty of money and as much business as any five elevators now doing business in the country he looking for a competitor, a man of moderate means, but just a little bit tricky. More than once this man of wealth, got his fighting clothes on, and started in to put the little fellow out of business but the little fellow was smart enough to allow him to lose it. Every time he got the price to a point where the business would show a loss, the little man laid down, and turned all his trade to the man losing money. If this kind of a fight had continued, year in and year out, who would have been the loser? Since I have been in the grain business this same man has cautioned me time and again to keep out of fights with my competitors. He tells me that it always cost him money, and the little fellow that he tried to keep from making a living, came out of the fight with as much money as he started in with.

I have been advised by your secretary that this meeting is intended to be a social gathering, so far as within his power to make it, and he suggested that a fifteen minute talk from me, would in all probability, be as much as you could stand at one time. He said he wanted this meeting to be as near as possible something like a Methodist class meeting, where every member would be expected to tell something of his experience, and I certainly endorse his ideas.

Don't be afraid to express your opinion. If you have a kick coming here is the place to make it, and if it is a just one you will have every member of this Ass'n with you, fighting with might and main, for justice to the country grain dealer. I now leave this meeting in your hands, gentlemen, knowing that the question that is bothering you most is, "What will the harvest be?"

Corn in Open Cribbs.

In the absence of Dr. J. F. Simison, Prof. G. I. Christie of the State Experiment Station spoke of the damage resulting to corn stored in open cribbs:

The representatives of our Agri. Dept. abroad report that our corn is arriving in such bad condition abroad it is reducing the foreign demand. I think the uncovered cribbs is responsible for the deterioration of the corn before it leaves the farm.

Some grain dealers have conducted germinating tests for the farmers of their sections to the great advantage and profit of their farmer patrons and themselves. They have caused the discarding of seed which wud not germinate and informed the farmers where they could get corn which would germinate and insure a good yield.

I believe you can stop the storing of corn in rail pens if you will work together. Your Ass'n can establish an Information Bureau. Your Sec'y can print some circulars showing the depreciation sure to occur in corn stored in open cribbs and then when a member reports the name and address of a farmer, who has corn so stored, he will be sent a circular and a letter calling attention to his improper care of his corn.

The grain buyers along the Monon fall kept track of the farmers who stored their corn in open cribbs and discriminated against it. In some cases they wud not pay within four cents of the price paid for good corn. If you will do likewise you can in the course of a couple years discourage the farmers in their carelessness.

I wish to say just a word in behalf of the National Corn Show at Chicago and local corn shows everywhere. I believe it is the duty of every grain dealer to

interest every farmer in these corn shows, in the selection of perfect seed and the proper care of it. The farmers will profit more than anyone by such care, but the entire country will be helped.

J. V. Zartman of the Commercial League commended the grain dealers for their excellent work in behalf of legislation needed by the shippers of the state and by the grain dealers of the state, and asked that Indiana grain dealers support the Indiana Commercial League which hopes to get more legislation, both state and federal, of value to the commercial interests of the state.

Red Inspection Tickets.

Sec'y Brafford. At the Illinois Ass'n meeting in Chicago last week the Red Inspection ticket at Buffalo was discussed and denounced. Several members have requested that it be taken up here and discussed and a com'te be appointed to take it up with Buffalo receivers.

A. E. Reynolds: Weighing, grading and transportation cover the features of importance to the grain shipper. I believe those identified with the trade wish to do business honestly. The shipper has no control over the grading of his grain at market terminals, but I believe we can and should bring influences to bear upon the inspection authorities.

It has been the practice of the Buffalo Inspection Dept. to inspect grain anywhere the railroads request it in towns along their lines many miles this side of that city. The railroads wish to show they have delivered the grain in good condition and make shippers stand for any deterioration thereafter.

I had one car of corn inspected at Victoria as No. 3. When next heard from 21 days later it was hot.

I see a shipper here who had two cars inspected at Victoria. When he next heard from the corn 27 days later, it was hot and steaming.

I think we should adopt a resolution here fixing the place and time where we will accept inspection on our grain.

If we are going to ship our grain to Buffalo, let us insist upon having inspection in Buffalo.

It will not hurt the receiver to have a fair, honest inspection at the right time and in the proper place.

O. J. Thompson: I heartily agree with Mr. Reynolds in the demand for a change. We should adopt a strong resolution here and ask the Ohio and the Illinois Ass'ns to do likewise. So far as the firm of Morrison & Thompson is concerned I wish to say that we propose to cut out Buffalo unless the Corn Exchange will correct this practice.

M. L. Conley: I can endorse everything which has been said on this subject.

S. M. Ratcliffe, Chairman of the Inspection Com'te at Buffalo: I wish to assure you that we are anxious to correct the trouble from which you and our market is suffering.

The Red Ticket is designed to be used only on cars which are loaded so full the track inspector cannot obtain a fair average sample of the contents of the car. No doubt some of our inspectors have been lazy and have issued red tickets when there was no excuse for it. As fast as we have learned of these failures we have discharged the inspectors.

The members of our Corn Exchange wish to do only what is fair and equitable.

This spring we encountered conditions in corn shipments received in Buffalo different from any preceding year. Corn would get out of condition quicker than

ever before. Much of it got hot in two or three days.

I think grain should be inspected soon as we can do so. The M. C. R. R. has a large new yard at West Seneca and the other roads are promising improvements and extensions which will greatly facilitate the handling of grain in our market and reduce the time between inspection and unloading.

O. J. Thompson: We have loaded 900 bus. of corn into a 34 foot car and after leveling our man has been able to walk over it, yet the first Buffalo inspector to get into car has issued a red inspection ticket. Is that right?

S. M. Ratcliffe: No. The inspector should issue a regular certificate.

J. M. Brafford: We have written your Sec'y a number of times about these rules and he has assured us that our communication has been referred to the Com'te and that is the last we have heard of it.

A. E. Reynolds: When the shipper has a car of No. 4 corn in Buffalo and a red ticket is issued. I think the receiver has not made any effort to hasten the unloading of that car, because he can make more out of it if it gets hot. I do not doubt he would hasten his No. 2 to the elevator and let lower grades get there as it will.

Alfred Anderson: I have been Inspector at Buffalo since April 1st and have tried to give you good service. I think the Buffalo dealers want to have everything right.

J. M. Brafford: I move the appointment of A. E. Reynolds, O. J. Thompson and M. L. Conley a Com'te to draft a resolution bearing on Red Ticket inspection at Buffalo.

Adjourned to 2 p. m.

Afternoon Session.

The meeting was called to order by Pres. Morrison, who introduced the Hon. Jas. E. Watson, the whip of the House.

Mr. Watson: At the suggestion of our grain dealers I investigated the need of uniform grades of grain so that all can know what each grade is. I talked with Senator Hansborough of Dakota, who had introduced a bill at a preceding session of Congress to provide for Federal Inspection. I also talked to the Sec'y of Agri. and finally after making a few changes in a bill drawn by our good friends, C. B. Riley and John McCordle, I introduced it in the lower house. I went to the Com'te on Agri. and found it was too late to get any action on bill at the last session, but I did succeed in having the appropriation for the establishment of grain standards increased to \$40,000.

Our Federal Gov't is doing many things not contemplated by our forefathers. I used to think our merchants should be interfered with as little as possible as I thought them competent to regulate their own business. All of us have changed our views on many questions during recent years.

I wish to read from a letter by our Consul John L. Griffith at Liverpool. He is an Indianapolis man, well known to many of you.

You stand between the farmers and the foreign buyers. You want the grain so graded that its grade will be the same when it arrives abroad. Our Consular reports show the need of uniform inspection throughout our country. You know carelessness in some of the inspection depts. has resulted in many complaints being registered with our State Dept. by foreign buyers.

If the grading is ever done by the Fed-

eral Gov't you know carelessness or dishonesty will not be tolerated for a minute and the grading will be uniform throughout the country and all grading will be fair and honest.

I wish to compliment you on the good work you are doing in behalf of the farmer. You believe in a square deal and I am glad to see you working for something better. I was one of the very last to accept federal inspectors even for meat and I regret that conditions should ever seem to make it necessary to have federal inspection for grain.

E. H. Culver: This morning Toledo inspection was referred to. I wish to tell you that any car of grain which cannot be graded on account of heavy loading must be rushed to elevator and unloaded within 48 hrs. or the grade will not be changed.

I feel certain that if you ever get federal inspection you will live to regret it and long to regain control of the grading of your own grain.

On July 1st, Toledo will start to grade by the uniform rules adopted by the Uniform Grade Congress.

I wish to ask, do you want a grade of Standard Oats or shall we grade the yellow oats as No. 3?

A. E. Reynolds of the Com'te on Red Tickets presented the following resolution:

Reinspection at Buffalo.

Indianapolis, June 19, 1907.

We, the Indiana Grain Dealers Ass'n in convention assembled do hereby recommend to the Corn Exchange of Buffalo such amendments to its rules governing inspection of grain, as will result in establishing a definite time and place for final inspection of grain:

That we condemn the practices heretofore in vogue in Buffalo and other markets by which grain has been inspected and allowed to stand an indefinite time and then be subject to reinspection.

That we further recommend that certain tracks in the vicinity of Buffalo receiving and transfer elevators be prescribed as the location for the inspection of all grain received by rail.

That the grain be inspected only in these yards and that the inspections, when made, shall only be subject to revision of inspection within forty-eight hours.

Resolved further, that a copy of these resolutions be forwarded to the Corn Exchange of Buffalo and also be spread on the minutes of this meeting.

That we request an early consideration of these recommendations by the Corn Exchange of Buffalo and that when such consideration has been given, they communicate with the Sec'y of our Ass'n, giving their decision.

As soon as said communication is received by our Sec'y he be and is hereby directed to send a copy of same to each member of the Ass'n and that if favorable action is not taken, that our Sec'y be authorized to call a meeting of the Ass'n to further consider the whole matter.

A. E. Reynolds,
O. J. Thompson,
M. L. Conley.

S. M. Ratcliffe: I wish to say that our Inspection Com'te is working on this matter and we hope soon to remedy the trouble.

The resolution was adopted.

C. V. McAdams, of the State Rld. Com'n, read a very interesting paper on How Shippers and Railroad Can Best Co-operate to Their Mutual Benefit, from which we take the following:

Sec'y Brafford read the following telegram:

Telegram from Ohio Ass'n.
Toledo, O., June 19, 1907.

Thos. Morrison,

Pres. Ind. Grain Dealers Ass'n:
Hope your meeting will be successful. I want to thank your Ass'n for so kindly changing your date of meeting to accommodate us. I also invite you and every member of your ass'n to be with us at Cedar Point next week.

Fred Mayer,
Pres. Ohio Grain Dirs. Ass'n.

An article on the Car Shortage question which appeared in the Chicago Tribune of April 29, 1907, was presented.

E. M. Wasmuth, Pres. of the National Hay Ass'n, invited all dealers to attend the annual meeting of the Ass'n in Niagara Falls, July 16, 17 and 18.

S. W. Strong, Sec'y of the Illinois Ass'n told of the work underway and contemplated by the Illinois Ass'n.

Tax Commissioner J. W. McCardle was called for and thanked the Pres. and the Ass'n. He pledged himself to continue his membership so long as he had any property to mortgage.

A. F. Files: I am glad to see the grain dealers of the state supporting the Ass'n so loyally and I feel certain that if you consult your own business interests you will continue to support it and recommend membership to your brother dealers.

J. A. Rice: There are some sections where the influence of this Ass'n is not felt, where eltrs. will not sell for the value of the lumber. In other sections the elevators sell for much more than their real value.

On motion a vote of thanks was tendered the Board of Managers of the Board of Trade for the use of the room and to the Hon. Jas. E. Watson, G. I. Cristy and C. V. McAdams for their able addresses.

Adjourned sine die.

Convention Notes.

An excellent meeting for such a short one.

Cincinnati was represented by P. M. Gale of Gale Bros. Co.

H. W. Kress, Piqua, O., was the only man from interior buckeyeland.

The construction and lasting qualities of Durable Wire Rope was made clear by J. F. Bassett.

It was the first convention to be held in the Assembly Room of the new Board of Trade Bldg.

The merits of the Kennedy Car Liner were explained by F. W. Kennedy and P. G. Hunker, Jr.

A. S. Garman distributed handsome gold watch fobs with the compliments of the Huntley Mfg. Co.

Buffalo was represented by Alfred Anderson. A. T. Ward of the Townsend & Ward Co., and S. M. Ratcliffe.

Chicago's delegation included A. R. Sawers and wife, H. G. Smith, representing A. R. Sawers, and T. Speltz, rep. Rosenbaum Bros.

Toledo's delegation included W. W. Cummings, Chief Inspector E. H. Culver, H. DeVore, A. Guiteau and F. Jaeger of J. F. Zahm & Co.

A working model of the Avery Scale was exhibited by Locke Etheridge. The American Grain Meter Co. was represented by J. R. Detweiler.

From Illinois were J. K. Horton, Garrett; Jack Quick, Atwood; S. W. Strong, Sec'y of Illinois Grain Dirs. Ass'n, and S. H. Wilkins, Pierson.

Among the dealers in attendance were M. L. Conley, Frankfort; T. C. Crabbs, Crawfordville; E. A. Feight, Frankton; A. F. Files, Muncie; W. B. Foresman, Lafayette; O. N. Glasscock, Burrows; P. E. Goodrich, Winchester; F. G. Heinmiller, Lafayette; J. Hite, Peru; J. Howell, Cammack; E. Hutchinson, C. Loughry, Monticello; T. Morrison, Kokomo; C. W. Mollette, Frankfort; W. Nading, Shelbyville; C. B. Riley, Rushville; D. W. Rapp, Bargesville; T. J. Ryan, Delphi; A. E. Reynolds, Crawfordville; M. Schnaible, Lafayette; E. K. Sowash, Middletown; R.

S. Stall, Thornton; J. Stewart, Manson; E. Taylor, Montmorenci; O. J. Thompson, Kokomo; L. C. Van Arsdale, Clay-

ton; E. M. Wasmuth, Roanoke; J. W. Waltz, New Palestine; E. A. Weaver, Franklin, and Geo. C. Wood, Windfall.

Mid-Summer Meeting Kansas Grain Dealers Association

A mid-summer meeting of the Kansas Grain Dealers Ass'n was called to order by Pres. Aitken at 10:30 a. m. Wednesday, June 19, in the Midland hotel, Kansas City, Mo.

The meeting was unusually interesting from start to finish. No set program had been arranged and no papers were read. Many subjects were discussed with much fervor for what was said came straight from the heart; the dealer spoke extemporaneously from experience.

AN ADDRESS OF WELCOME was delivered by J. T. Broadnax, Pres. Kan. City Board of Trade, who said: I am afraid I will have to disappoint you by not giving you a set speech as I have been out of the city and have not been able to prepare myself. We are pleased however that you have selected Kansas City as your meeting place and extend to you all of the privileges of the Board of Trade floor and every courtesy possible. We appreciate the great things your Ass'n done for us, especially among the Kansas dealers. There were times when it was extremely risky to pay a draft of a Kansas dealer unless you were acquainted with the party making it. Since the Ass'n has taken charge of the business, the patronage of the dealer is sought by every commission firm. Those who have printed on their letterheads that they are members of the Kan. Grain Dealers Ass'n give a sufficient guarantee of their trustworthiness. The Kansas City Board of Trade wants to help you keep your Ass'n along the lines it started out. I extend to you a hearty welcome, and as old Rip Van Winkle said, "May you all live long and prosper."

F. B. Bonebrake responded: I don't think it is fair. I was just told by the Sec'y that I had to make the response. Makes me think of a story of a Methodist preacher who is said always to have smiled when a certain parishioner was giving testimony in prayer meeting. When asked as to the cause, he replied that ever since he went to Kansas City with Bro. "So & So" with his cattle it always made him smile to hear him testify. I am afraid all of you dealers will be smiling at my response.

I know the Kansas Grain Dealers Ass'n is friendly to the Kansas City Board of Trade. Its members believe this market its best friend and that a true spirit of fellowship should exist between the two. In behalf of the Ass'n I want to thank the Board of Trade for the privileges extended to us. We want them to continue to feel that the emblem of the Ass'n on our letterhead is a guarantee of straightforward dealings. We heartily thank you for the welcome.

Reciprocal Demurrage.

Sec'y Smiley: The first thing we will consider is reciprocal demurrage. It is a question in which every dealer in Kan. is directly interested. It is one in which every grain state in the Union is interested. Three different states during the last session of their legislature enacted laws compelling the railroad companies to move grain. Ten states framed and enacted bills or strengthened present de-

murrage bills. I am told by the best attorneys that the Kansas law as it now stands is one that cannot be torn to pieces by any court of the state or the Supreme Court of the U. S. The only reason that part of the Texas reciprocal demurrage law was declared unconstitutional was because it did not provide for the exception of acts of God or acts beyond the possibility of man. There is an appeal case from Yates Center now in the Kan. Supreme Court. Another one for \$4,600 will soon be heard. Another case where \$1,500 is involved will soon come up in the district court at Oskaloosa. When this law is declared constitutional the shipper who takes care to prepare his data will find that 99% of the cases will be settled satisfactorily out of court.

Dockage.

The question of car load dockage should be thoroughly discussed. I have been officially advised by the Sec'y of the Ill. Gr. Dirs. Ass'n that after the first day of June the 40 lb. dockage in Chicago will be discontinued. Elevator operators in East St. Louis who take 100 lbs. have refused to discontinue same and a case has been appealed and will come up within ten days. Every one must agree there is no valid excuse for taking 100 lbs. off car if car contains no foreign matter. If the shipper is negligent let the inspector determine as in Chicago whether 100 lbs. or 200 lbs. or more should be taken off. Is the principle of docking cars 100 lbs. right? If you put in machinery to clean grain and instruct your employes to load clean grain shud you pay for other dealers negligence? I don't think so. If other shippers send in 500 lbs. of foreign matter you shud not be made to pay for it. I insist that the country shipper is standing in his own light in not taking this matter up with the Kansas City Board of Trade or the elevator operators. I believe the matter can be settled before the next crop is moved. I will ask the president to appoint a comite to confer with a like comite from the Board of Trade to see if the bugbear cannot be removed.

J. T. Broadnax: That 100 lb. dockage is a bugbear to us. The present Board of Trade and myself however do not feel that we are guilty of stealing 100 lbs. We concede that the 100 lbs. is not always foreign matter. The custom of docking was established a quarter of a century ago. But our docking is not a secret like it is at seaboard where they take 2 lbs. from every 1,000 lbs. They do not advertise to the world that they dock grain. Kansas City did say so. We wish you to know that in addition to weighing and inspection charges every car is taxed 100 lbs. The Board of Trade is not a unit on this matter, but the majority of the members think it is just. When the car is emptied it is swept out and all dirt and trash is credited to you. I would suggest that a comite be appointed to go with the weighing department to see how it is taken out. Mind you, we maintain we do not steal 100 lbs., but that is the natural shrinkage. Any elevator opera-

tor will tell you, and you know you can't take grain in, store it, weigh it out and get the same amount that you weighed in. There is always the natural shrinkage. If any of you can suggest some way the elevator operator may be fairly dealt with I believe it would be satisfactory to the Board of Trade.

E. J. Smiley: Is it not a fact that grain coming into your market and found dirty is bot for less money than that which is clean? Will you pay as much for dirty wheat? Isn't the test weight what decides the price?

J. T. Broadnax: The test weight has nothing to do with it. The price is based entirely upon the quality. When a car of grain is shipped in it is impossible to tell what per cent of it is dirty.

E. J. Smiley: Suppose we have two grain samples. Both are of the same quality but one is dirty. Will you pay the same price for both?

J. T. Broadnax: How can an elevator operator tell which is dirty? The shrinkage on both is very heavy. Any grain man will tell you that 100 lbs. don't cover it. We who operate elevators may take in a car of No. 2 corn. Dirt and all is swept out of the car and into the house. We must take it in and give back what is weighed in. 100 lbs. will not cover the shrinkage. The seaboard system of dockage is correct. We would like to pay you for the 100 lbs. of dockage if the wheat was absolutely clean. But we do want to make Kansas City a desirable market for you to ship to. We want your grain shipped here to net you the most money and are willing to meet you half way to palliate any feeling or grievance.

E. J. Smiley: I will state briefly that while Kansas City is not a part of Kansas according to state lines it is ours by adoption and it is our desire to do business here. I believe that some arrangement can be made to eliminate dockage. We will talk first, last and all the time for Kansas City. But it is not right for the dealer who cleans his grain to have to pay for the other fellows negligence. I have great hopes that the two comites, one representing the Ass'n, the other the Board of Trade will get together on some satisfactory basis.

H. Work: I believe this meeting is for the purpose of getting practical information and for making suggestions that will be helpful to each other. If any of you have to make railroad claims you know how difficult it is to get up a set of papers that will get action from the claim agents of the railroads, especially along the line of demurrage. I therefore would suggest that the sec'y be instructed to get up a set of papers and send them out to the dealers along with suggestions as to how papers should be made up. Also to post the members on how to make collections.

W. W. Cardwell: I want to say that the 100 lb. dockage is a bugbear to me also. I don't think dockage is fair to the shipper. Is it right for dealers who sell wheat here on the market and have nothing to do with it at the elevator to stand the 100 lbs. dockage? When the dealer puts his wheat in first class condition so that it will grade 50 or 60 lbs. and then has it docked 100 lbs. for dirt when it is received at elevator for speculative purposes, I say it is not right. They absolutely steal 100 lbs.

I was sitting at the dinner table the other day and was talking on this dockage question to a friend. When I said to him that 100 lbs. dockage was a steal, an elevator man who happened to be sitting

next to me spoke up and said, "O that's not near as much as you fellows steal from the farmer." I told him that might have been the custom in the old days but not now.

Nearly every farmer has his own scales, weighs his own grain, and no man can do business and give incorrect weights. It's the elevator men and a few of the Kansas City Board of Trade that push that 100 lb. steal on us. Let the elevator man who takes wheat for storage figure the percentage of shrink and buy on that basis, and not make seller who does not store stand for the shrinkage. The farmers won't stand for such a shrinkage and I would like to see some arrangements made to get rid of it.

If we are forced to give you this 100 lbs. we lose the pleasure of donating. We would like to have something to say about the donation. We are willing to donate but we are not willing to be forced. I believe that wheat should be sold on its merits. I buy wheat from the farmer on test and pay accordingly. It tests lighter if it has cheat or white caps in it. I run it over a cleaner and if the wheat tested 59 lbs. I run it up to 60 lbs. and get one more cent a bushel. Men on the Board of Trade practice the same thing.

I don't want to have to be like the man in the Kaw valley who said, "O I don't care for the 100 lbs. dockage. I put in 200 lbs. of sand so I come out all right." I don't want to do business that way. I want to treat everybody fairly and be treated in the same manner.

Frank Thoman: If they only take 100 lbs. on a 100,000 lb. car it manifestly isn't fair to take the same amount on a 30,000 lb. car.

J. T. Broadnax: 100 lbs. really is not enough. That's all we take because the law won't let us take any more. (A general laugh.)

J. E. Andrews: Based on the experience I have had, I am glad to get anything back from the railroads, let alone the 100 lbs. dockage.

E. J. Smiley: The reason the shipper doesn't receive consideration from railroads is generally because the claim is not made in the proper manner. I know I am safe in saying that 100 claims are paid to-day where one was considered 5 years ago.

The next thing on the program is crop reports. We want to know how you dealers are going to make a living this winter.

Crop Reports.

Jefferson County.—We will have 90% of a wheat crop. We will live on more than bread in our county if the Kansas City Board of Trade does not solicit and get all of the grain from the farmers.—W. W. Cardwell.

Marshall County.—Wheat will make 70% of a crop, oats, 35%.—J. E. Andrews.

Marshall County.—If 16 2/3 bu. of wheat is an average crop as reported by F. D. Coburn I think we will have an average crop.—Frank Thoman.

Johnson County.—We will have 75% of a wheat crop. Corn and oats are in good condition.—W. H. Fluke.

Saline County.—We will have a 55% wheat crop. The worst damage was to the soft wheat.—A. A. Fribble.

Sumner County.—South half. We will have a 35% wheat crop. Oats poor.—M. H. Nelson.

Smith County.—Wheat is very short and thin. Will be about 25% to 30% of a crop. Oats very good.—H. J. Cobbake.

Jackson County.—Corn is in good condition, wheat fair, oats a failure.—S. J. Thompson.

Nemaha County.—South part. Wheat will make 10 bu. to the acre. Corn is about 3 weeks behind.—M. G. Heald.

Osage County.—Wheat will make 90% of a crop in our district and the acreage is double that of last year. No oats to ship.—F. M. Bonebrake.

Shawnee County.—Wheat 75% crop. Oats 25%. Corn is in good condition.—J. C. Bradley.

Ellsworth County.—Wheat will make 75 % of a crop. Oats a failure.—H. Work.

Ellsworth County.—I do not agree with brother Work. I think it will not make over 40% of a crop.—W. W. Smith.

Montgomery County.—Wheat will be about 50% of a crop. Oats 40%.—Perry N. Allin.

Pres. Aitken: We will now adjourn until 1:30 p. m.

Wednesday Afternoon Session.

Pres. Aitken called the afternoon session to order at 2 o'clock and announced that the subject for discussion would be Shortage Claims. He then called upon W. W. Smith of Hollywood.

RAILROAD CLAIMS.

W. W. Smith: I can't make a speech to save my life. I think Smiley must stand in with the railroads when he puts such a fellow as me on the program. I can't talk, but I know that every fellow in the grain business has had some experience with car shortages. As for myself I have sued the Santa Fe 4 times and got beaten every time.

This subject of shortages is a broad one. I know that many claims are put in that have absolutely no merit. Many fellows put in a claim just like some people join church,—to be fashionable. They just drum up claims when there is no real shortage. But most claims are honest and should be recognized. I do business on the Santa Fe, and I want to say to you that I have it in for them. They have been furnishing me some most miserable lumber for car doors, some of it nothing but water elm. It took six car doors to make one good one. Then some of the cars had holes in them big enough to throw a jack rabbit through. When I start business in the Fall I get in about 2,000 lathe to fix up cracks. I think some law should be passed to make the Santa Fe furnish good cars and good car doors. I think the Railroad Co's are to blame and should be made to stand for it. They're a whole lot better than a few years ago, however. I used to ship wheat to Kansas City when I thought I was mighty lucky if it didn't fall short 25 bus.

Pres. Aitken: There is a whole lot of difference between now and 15 years ago, that's sure.

E. J. Smiley: I want to say that 99 claims are collected to-day where one was collected 5 years ago.

W. W. Smith: When we buy car door lumber down our way we have not been able to collect for it.

F. W. Dickinson: You can collect for them. We have collected \$400 for car door lumber.

W. W. Cardwell: I shipped 30 cars on the U. P. and 3 bu. was the most any of them were short except 2 cars that went thru to mill without being weighed in Kansas City. One of these was short 137 bus., the other 120 bus. I asked the mill to give certified condition and weight of cars. I found one car had shrunk 1-300 lbs. between K. C. and mill according to railroad weights. The other car went astray and I can't get any trace of its condition at different points. I have been very careful about loading my cars and know about what they should be short. I let my claims pile up until they amounted to \$800 and so far haven't been able to collect anything.

J. N. McNeess: I have gotten so accustomed to bad cars that all I ask the railroad to furnish me is the running gears. I'll do the rest. I've got a little old elevator down here in Missouri and ship 60 or 70 cars of stuff a year and clean

60 or 70 cars of stuff a year and clean up about \$5,000. ["The hell you do," shouted several dealers.] I was about two years collecting 8 claims on the MoP. You can put in all the papers you want to and fix up the claim any old way, but it won't do any good. Hereafter when I put in a claim it will be just like I wud a grocery bill. I'll give them 30 days and then go after them.

W. F. Peacock: I have several claims in and the company offered to settle on the basis of a reduction of $\frac{1}{2}$ of 1%. I told them I had rather lose the claim than settle that way. I want to know if the others here are standing for that. If they assnake us $\frac{1}{2}$ of 1% we should have all shrinkage over that.

E. J. Smiley: I know that many shippers fail to put in a claim when they have a legitimate right to collect what is coming to them. Most claims are under \$100, and if you sue for them the case cannot be appealed to the Supreme court when it is for not over \$100. There is no equity in allowing claims of \$25 to \$100 to remain unpaid. It is too often the shippers' fault that the claim is not paid.

J. N. McNees: My hopper scale has paid for itself and I have only had it two years. If I weigh my grain in hopper scales the shrinkage is light.

Pres. Aitken: The question has been asked, What is the natural shrinkage on a car of corn? I would like to have some expression on this from you.

Answer: That depends entirely on the condition of the corn.

C. L. Wagner: I have handled lots of corn. I shipped 20 cars to one feeder and had no complaint on any of them. I am inclined to believe that shrinkage is very light on corn when cars are properly coopered.

Reinspection.

E. N. Bailey: I shipped a car of corn here, it graded No. 3, 8,000 lbs. was taken out and it was reinspected and graded no-grade. I didn't plug it either. I'd like to know how long after the first inspection it may be until car can be reinspected?

J. W. Radford: We are not allowed to reinspect after 5 days. If car is loaded too full or looks like it has been plugged it has to be reinspected.

E. N. Bailey: I believe I have sent cars here that have never been opened.

J. W. Radford: We always inspect every car and make all the way from 3 to 24 plunges in the grain to be sure that we get a fair sample.

W. W. Smith: So long as the market goes up you never hear a call for reinspection but when it is going down, then they want to find fault with the grade and can easily do it.

E. D. Bigelow (Sec'y K. C. B. of T.): Grain is either received or rejected before one o'clock of the next business day after it is inspected.

Perry N. Allin: There should be a limit for reinspection, not to exceed 4 days. The purchasing party should be made to accept the first inspection.

J. T. Broadnax: The K. C. B. of T. rules state explicitly that grain elevator has to receive grain when it arrives at elevator whether it grades 2, 3, 4 or no-grade. If it grades off it is of course applied at the market difference day of arrival. The buyer must accept the grain unless it is plugged.

H. Work: Is grain sold only when it arrives at elevator?

J. T. Broadnax: No, it is sold when the receiver gets a sample of it.

E. D. Bigelow: I want to say the commission men of Kansas City work hard to protect your interests. You must remember that the commission men often call for reinspection because they think the grade has been put too low and they want to give you the benefit of the doubt. They are furthermore urging the railroads to transfer grain quickly.

Wm. Johnson: I sent a car of wheat to Kansas City and put in all good wheat which was No. 2 except on top of it I ran about 50 bus. of No. 3 wheat. The whole car was inspected No. 3. I asked for a reinspection and they wouldn't change it. I don't think that was fair.

J. C. Bradley: They were right. You had no business to put the bad wheat in the car. You know you would treat the farmer the same way.

J. T. Broadnax: I want to announce now that a comite of the Board of Trade has made arrangements to take care of you this evening. A special car has been provided to take you to Electric park this evening where you will be admitted to the various concessions. A luncheon will be served for you at nine o'clock in the German Pavilion. I especially urge that all make arrangements to go, and take your wives. I also want to extend a special invitation to the representative of the Grain Dealers Journal to go with us.

H. Work: I move that invitation be accepted. Motion was unanimously carried.

The following comites were appointed by Pres. Aitken:

Comite to confer with Board of Trade concerning 100 lb. dockage: F. B. Bonebrake, Osage City; Perry N. Allin, Coffeyville; L. Cortelyou, Muscotah; H. Work, Ellsworth; F. W. Dickinson, Humboldt.

Resolution Comite: A. H. Bennett, Wichita; S. J. Thompson, Holton; J. C. Bradley, Rossville.

Meeting adjourned.

Thursday Morning Session.

Pres. Aitken called Thursday morning session to order at 10 o'clock. He announced that on account of the illness of A. H. Bennett, who had to return to his home in Wichita, he would appoint I. A. Pribble as Chairman of the Resolution Comite.

Tri-State Appeals Board.

E. J. Smiley: At the annual meeting of this Ass'n held in Wichita last January we considered the advisability of the Ass'ns of Kan., Texas and Okla. joining in the appointment of one man from each Ass'n to act as representatives of the Ass'ns as a Supreme Arbitration Comite. During the month of May the Okla. and Texas Ass'ns adopted plan, and I have been officially advised that the plan as we suggested was adopted.

One provision was that no case amounting to less than \$25 may be appealed to the Tri-State Board. I believe that the comite should be made self-supporting. Certainly those who submit matters to arbitration should be willing to pay the bills. These matters of disagreement between members, or nonmembers and members are better adjusted by those in the grain business than by any court of 12 men, who know little or nothing about it.

Expel Member Who Refuses to Arbitrate.

Now one man, who is a member of our organization, refused to arbitrate, a difference with a non-member, declaring

there was nothing to arbitrate, altho he admits the party owes him \$40, while the other party claims our member owes him \$188. Our arbitration rules are plain about what action may be taken in this matter. I wrote to said party and told him unless he had advised this body that he would consent to arbitration I would recommend that he be suspended as a member of this organization. I told him I would also notify the members of this ass'n as well as those doing business at terminal market of his suspension. The supreme question is,—Do we make rules to be observed or broken? Shall we change our rules of arbitration and let off John Jones while we stick Bill Smith?

J. E. Andrews: I don't see what grounds a member of this Ass'n would have to refuse to arbitrate. I don't think any man who refuses to arbitrate is a desirable member.

W. M. Reckeway: I believe while we have an arbitration comite we shud enforce our rules.

W. M. Johnston: If we have rules let's live up to them.

Geo. C. Craven: Looks like he ought to abide by the rules.

Frank Thoman: I think he should be made to arbitrate.

J. H. Kinear: Make him arbitrate.

W. F. Peacock: I know nothing of the case. Is there any dissatisfaction with the arbitration board?

E. J. Smiley: That is provided for in our rules. Let them state their grievance in writing and what they have to say will be considered by the directors.

Pres. Aitken: I wish somebody would make a motion about this arbitration matter.

W. W. Cardwell: I like the Roosevelt idea. I believe in due regards to all, special favors to none. If any member refuses to arbitrate, it lowers the standard of this organization. If this man continues to stand aloof and refuses to arbitrate, I move that he be expelled.

E. J. Smiley: I see the way this discussion is running that it requires the reading of the arbitration rules. [He read Sections 3, 4 and 5.]

H. Work: Then we are out of order. The rules say this matter may be settled only by the board of directors.

Pres. Aitken: We want an expression from this Ass'n.

E. J. Smiley: Several millers have joined this Ass'n just because we have those arbitration rules, and if we do not enforce them then every miller will withdraw his membership.

A vote was then taken on the motion to expel members from Ass'n and was carried unanimously.

W. W. Cardwell: Let's stand together and see if we can't stop this soliciting of business from the farmers. We ought to know those who solicit the farmers' trade. Those firms on the K. C. B. of T. who go after the scoopers' business are undermining our business. The other day I came to K. C. and told a certain commission man about a farmer who had 2,700 bus. of fine wheat. I told him I expected to get it. Bless me, if he didn't go right away, telephone to him and buy that wheat right out from under me. It's a vital question with us, my friends. How are we going to corral it?

I would love to belong to an organization where we as men could throw our arms about each other so to speak and protect each other. In olden days the men used to kiss each other, but in these modern days of microbes we men have to be content with kissing the women. But I do want to belong to an Ass'n

where I know that I am dealing with honest men who dare to do right.

W. W. Smith: In union there is strength. We should get together on this proposition. I live in the heart of the wheat belt of Kansas. My competitors pay more for wheat than they can afford. The farmers come to me and want the same price. I can't pay them. Then they get mad and set up elevators of their own. We should treat them legitimately and give them a fair price; that's all.

Car Doors.

I. A. Pribble: Three years ago I put in a claim for \$25 for lumber for car doors. The railroad wouldn't listen to me then. To-day they offered to settle with me for half.

Pres. Aitken: Don't you settle for half.

I. A. Pribble: I'm not going to. That just shows you how much more willing they are to listen to you to-day.

E. J. Smiley: I want to know how many claims have not been paid to members of this Ass'n. [Six members stood.]

E. J. Smiley: I want to know how many have collected claims. [Sixteen stood up.]

E. J. Smiley: There surely has been an improvement along this line.

Resolution Comite reported as follows:

Resolved, That inasmuch as both the Texas and Oklahoma Ass'ns in accordance with a resolution adopted by the Kansas Ass'n at the Wichita Convention held in January, 1907, have already appointed a number to act on the Tri-State Appeal Board, that the Pres. be instructed to appoint a member of the Kan. Ass'n to act on the board.

Resolved, That the members of this Ass'n refuse to ship grain to any member of the Kansas City Board of Trade who makes a practice of soliciting shipments direct from farmers or other than regular dealers, and that Sec'y be instructed to advise each member of the Ass'n of any member of the Board of Trade soliciting such business.

Resolved, That the Ass'n extend thanks to the Board of Trade for the courteous treatment received at its hands during our stay in the city and for entertainment given us at Electric Park. Also for the kind invitation to visit the terminal elevators.

After J. T. Broadnax had announced that arrangements had been made to take the dealers to various terminal elevators in the afternoon the meeting adjourned sine die.

Convention Notes.

J. N. McNees explained to a number of the dealers his new patent bin ventilator and weevil exterminator.

The wives who attended the meeting were Madames F. W. Dickinson, W. W. Smith, E. J. Smiley and H. A. Probst.

Out at one of the terminal elevators the manager kept a coop of chickens. "Aha! I see where our 100 lb. dockage is going to!" yelled J. C. Bradley.

Frank Essex, Lee Fuller and Wm. Murphy composed the comite that so royally entertained the dealers at Electric Park. All three are "jolly good fellows!"

Nebraska was represented by Will Johnston, Bookwalter; E. D. Bartling, Nebraska City; Chas. Schneider, Duff Gr. Co., Nebraska City, and Wm. Townsend, Vareston.

When Mrs. Smith came to after her unconscious ride around the scenic railway she told W. W. what she thought of him. He declared he didn't get to sleep a wink all night after that unfortunate scare of his wife.

C. W. Lonsdale, Alec McKinzie, J. Sidney Smith, T. C. Crowell and T. J. Broadnax were the comite representing the Board of Trade that conferred with the Comite from the Grain Dealers Ass'n

concerning 100 lb. dockage. No agreement was reached.

Two things worried H. F. Probst. In the first place he is a full blooded Dutchman. Lemonade was served during the lunch. Secondly, he was primed to the brim with a speech which could not be delivered on account of that vast concourse of people present in the Pavilion, who cared not for the function of the grain dealers.

About sixty dealers and Kansas City Board of Trade men boarded a special car chartered for the occasion at 7th and Walnut and rode to Electric Park just outside the city limits of Kansas City, Mo., Wednesday evening. Each member was given a coupon ticket that admitted him to several concessions on the ground as well as to a dainty lunch that was served in the German Pavilion during a vaudeville entertainment.

J. E. Andrews explained to a group of dealers how he got all the grain doors he wanted: "I just couldn't get any doors at all. So one morning me and my man went after a snow fence that was a short distance from the railroad where we were loading wheat. Pretty soon 'long comes the Inspector in a special train. When he saw what we were doing he yelled, 'What in the —ll are you fellows doing?' 'I'm getting grain doors,' and we just kept on knocking. 'I'll have you fellows arrested for destroying our property.' 'Arrest and be d—d,' says I. Say, I've had plenty of grain doors ever since. The company immediately sent me a car load."

New President of Pittsburg Grain Exchange.

At a recent election of the Pittsburg Grain Exchange, John Floyd of the firm of S. B. Floyd & Son, was elected president. Mr. Floyd has been identified with the trade for about fifteen years; all of that time being employed with the busi-



John Floyd, Pittsburg, Pa.

ness established by his father sixty-six years ago.

For several years he has been a member of the Board of Managers of the Exchange and served the Board as Sec'y for two years. The exchange was chartered July 19, 1882, and the members are looking forward to this quarter centennial year with the expectation and hope that it will be the banner year.

Annual Meeting Illinois Grain Dealers' Ass'n.

[Continued from page 749.]

W. C. McGuire, Champaign; J. H. McCune, Ipava; P. A. McGirr, Carlton; J. M. Maguire, Campus; J. Mahan, Mansfield; G. S. Mallett, Lombardville; N. A. Mansfield, Niantic; G. L. Merritt, Ross-ville; G. W. Miller, Wapella; C. R. Mitchell, Ashmore; G. D. Montelius, Piper City; O. P. Morgan, Ivesdale; Wm. Moschel, Morton; M. F. Murphy, Sycamore; Wm. Noble, Foolsland; F. W. Obermiller, Mt. Pulaski; P. W. O'Brien, Morse; T. H. Fletcher, Parnell; C. J. Porter, Deland; F. M. Powell, Tuscola; W. C. Price, Brocton; J. R. Ralston, Caldonia; W. H. Reedy, Towanda; E. H. Reynolds, Sterling; R. J. Riley, Forrest; J. C. Roe, Hayes; E. G. Samuelson, Osco; C. B. Sauer, Dana; G. A. Sauer, Rutland; C. W. Savage & Son, Virginia; John Schultz, Beardstown; Wm. Schumacher, Elwood; J. V. Shaugnessy, Covell; U. S. Shearer, Steward; W. L. Shellabarger, Decatur; A. W. Shepard, El Paso; W. C. Shoemaker, Wenona; F. S. Shultz, Shipman; A. W. Skinner, Hudson; J. P. Sledge, Champaign; G. W. Smith, Galt; J. B. Snedeker, Astoria; E. Stanbury, Holcomb; A. J. Stewart, Franklin Grove; J. B. Stone, Mattoon; H. A. Stotler, Wenona; B. S. Strong, Macon; S. S. Tanner, Minier; S. C. Taylor, Kankakee; H. T. Truby, Joliet; J. R. Wagner, Metamora; Geo. W. Walker, Gibson City; W. E. Walker, Decatur; R. L. Walsh, Reddick; F. L. Warner, Fisher; E. M. Wayne, Delavan; P. B. Webster, Lodge; W. M. Webster, Poplar Grove; C. B. Wierman, Dwight; S. H. Wilkins, Pierson Station; B. S. Williams, Sheffield; G. P. Wills, Alsey; J. P. Woolford, Galton; C. D. Worthington, Wilmette; Wm. Wykle, Mahomet.

On the evening of June 11, about fifty of the visiting dealers were entertained by Rosenbaum Bros., who gave them a banquet and later a theater party.

The Banquet.

Following adjournment Wednesday afternoon, all the visiting dealers with their wives and sweethearts, repaired to the large dining room of the Casino, White City, where an excellent eight-course banquet was served. During the dinner the visitors were favored with vocal selections by Arthur Hahn and the Illinois Quartette. Their popular selections and those of the large string orchestra were received with repeated encores.

Menu.

Little Neck Clams.	Manhattan.
Cream of Fresh Tomato, en Tasse.	Radishes.
Olives.	Filet of Black Bass, Joiville.
	Pommes Parisienne.
	Haut Sauternes.
	Filet Mignon, Stanley.
	Asparagus Hollandaise.
	St. Julien.
	Tomato and Lettuce Salad.
	Neapolitan Ice Cream, Cake.
	Brie and Roquefort, Toasted Wafers.
	Cafe Noir.
	Cigars.

After the cigars had been passed, Toast Master Walter Fitch, in behalf of the Chicago Board of Trade, spoke to the visitors.

The banqueters soon deserted the dining room and sought out the many places of amusement furnished by White City—a book of tickets having been given each visitor with the compliments of the Chicago Board of Trade.

The evening was thoroly enjoyed by all, as grain dealers always must do when the members of the Board of Trade are hosts.

ANNUAL MEETING OF ILLINOIS GRAIN DEALERS ASSOCIATION.

The fourteenth annual meeting of the Illinois Grain Dealers Ass'n was called to order by Pres. E. M. Wayne in the Auditorium Hotel, Chicago, at 2:30 p. m. June 11.

Hiram N. Sager, Pres. of the Chicago Board of Trade, delivered the address of welcome as follows:

Address of Welcome.

Mr. Chairman and gentlemen, Members of the Illinois Grain Dealers Ass'n:

It is my pleasant privilege to extend to you all on behalf of the great Exchange I represent, the Board of Trade of the City of Chicago, a most cordial and sincere welcome.

We are heartily glad to see you one and all, and earnestly hope this convention and others of similar character and purpose in the years to come will be the means of uniting in the bonds of good-fellowship, and in an intelligent and abiding community of interest all the members of the grain trade in the central West—the granary of the world.

In these words of greeting to you on behalf of this imperial city, the metropolis of the West, of which we are so justly proud, and on behalf of the Chicago Board of Trade, the most important, the most influential and the largest grain Exchange in this country or in the world, we welcome you, not as transient visitors, not as strangers within our gates, but as members of the same family, the fraternity of grain dealers. This great, aggressive, resourceful, important city, still only in its infancy and yet one of the wonders of modern times, is your city as it is ours. The Chicago Board of Trade, organized and conducted largely in your interests and of which many of you are regular members is your organization, your market as it is ours.

Its members are daily in communication with you, executing your orders, selling and distributing your grain, co-operating with you in the useful, necessary and honorable business of feeding our fellow men.

In this great work of feeding the world, the farmers of the Mississippi Valley—the garden spot of America—producing from their fertile fields marvelous crops of magnificent quality, and you gentlemen the representative grain merchants of your respective communities affording to the producer a market for his products, and the Board of Trade in its turn furnishing you an outlet for your purchases, assisting you in distributing the products of this state to the consumer of the world—each and all perform a distinct and useful service to mankind and are closely united by ties of common interest that will endure as long as Illinois produces grain and its citizens consume bread. It is in this service—the distribution of crops, the Board of Trade stands pre-eminent. In this particular field of activity, in this branch of commerce, it performs its most important and useful function, and its beneficent influence is felt by every producer and by every consumer within reach of this market. Any institution that by reason of its activities lowers the cost of feed to the consumer, and at the same time enhances the value of his crops to the producer, performs a useful and lasting service to its day and generation.

That, gentlemen, is what the Chicago Board of Trade and similar organizations are doing, and it is in that work we desire to co-operate earnestly, intelligently and successfully with you.

The economies of modern methods of handling grain practiced in this market, the assembling here of buyers and sellers, the facilities afforded for securing the minimum rates of transportation and the lowest cost of marine insurance on grain enroute to the consumer by reason of the presence on our Exchange of representatives of all the leading railroad and steamship lines, the insurance companies, and the keen competition among our own members for business, has resulted in so lowering the cost of receiving and distributing the grain of the west, that for this service scarcely more than one per cent (1%) of its value is charged; a compensation astonishingly low in comparison with the cost of distributing all other articles of commerce. It is in this elimination of all unnecessary

expenses between farm and bakery that the Board of Trade benefits producer and consumer alike; and altho the general public delighting in spectacular effects may watch with most interest speculative activities, yet the convincing statistics of the trade showing the enormous movement of grain constantly passing through this market in a golden stream of approximately



Pres. E. M. Wayne, Delavan, Ill.

three hundred million (300,000,000) bus. per annum, tell a very different and vastly more impressive story.

It is to this service the representative members of the Chicago Board of Trade (the grain merchants in the proper sense of the term) devote their ability, their energy, their capital. It is a worthy calling, worthily pursued and is entitled to respect, approbation and honor.

Gentlemen, I desire to say the members of the Board of Trade—your commissioner merchants—are honestly and earnestly striving to serve you efficiently and well in this work.

Our transportation department maintained by us at large expense is devoted to your service. Our weighing and grain sampling departments are carefully guarding your interests. We are constantly looking toward better things.

The aims and objects of the Board of Trade as an institution are high and worthy.

We aspire to deserve your confidence, we hope to merit your patronage and your support, and we pledge you our faithful and devoted service in return.

On behalf of my associates I again bid you welcome, and thank you sincerely for the pleasure your visit affords us all.

W. L. Shellabarger, Vice-pres. of the Ass'n, responded extemporaneously in behalf of the visiting dealers. He said:

Response to Address of Welcome.

It certainly is a pleasure, on my part, to represent the Illinois Grain Dealers Ass'n in responding to the address of welcome, delivered to us by the worthy President of the Chicago Board of Trade.

I voice the sentiments of Illinois dealers and our visiting friends when I say that I believe the words are sincere; I believe they come from the heart, and that they are glad to have us with them. It is a pleasure on our part to come here to Chicago, a city we are justly proud of, as a part of Illinois. It is a pleasure for us to come here, meeting friends and making new acquaintances.

I don't believe you will find in these United States a grain market where you will find a body of Commission Merchants,

who endeavor, in every detail, to further the interests of their patrons, as do the Commission men of Chicago. I do not mean to say for a minute, that we do not receive courteous service in other markets, but, we recognize Chicago as the leading market, the controlling factor. I am sure they make every effort to place our grain to the best advantage, and I am sure we are meeting with experiences in other markets that we do not meet with in Chicago.

Returns are rendered correctly and promptly, and this point alone renders it to our interest and advantage to work hand in hand with the Chicago Commission Man. I believe the Chicago Board of Trade is doing everything it can to further our interests. There is no question, but what this has been done in the past year, and there is no reason to believe other than that they will do so the coming year.

The Chicago dealers are doing everything they can to make our visit pleasant and profitable, and I am sure I voice the sentiments of the grain dealers present, when I say we will do our best to repay the courtesy.

Pres. Wayne in his annual address said:

President's Address.

I wish to congratulate the members of the Illinois Grain Dealers Ass'n on the very large attendance. Such a gathering of representative business men from all parts of the state is an indication that they are believers in association work and are willing to encourage such an organization by their moral and their financial support. I am sure I voice the sentiment of this Ass'n in saying that for the results realized from our work the past year much credit is due to the untiring efforts of our worthy secretary.

The last twenty months have seen an unusually turbulent period for organizations of a similar kind. You are fully aware that the Interstate Commerce Commission has been scrutinizing, not alone associations of this kind, but in fact every organization of a similar nature. While a great number of witnesses have appeared before that body, I wish to say that none of the officers of the Illinois Grain Dealers Ass'n were called before that distinguished tribunal to testify as to the method of conducting its affairs. The result of these investigations is that a number of associations have been disbanded and others have made a very marked change in the manner of conducting their affairs. I believe I am warranted in saying that in the past year nothing has been done by any of your officers which would give rise to unfavorable criticism upon the part of the public.

Car Shortage. The officers of this ass'n attended a reciprocal demurrage convention in Chicago Jan. 4 and 5 last. It was largely attended, there being over two hundred delegates present from all parts of the United States, representing associations of shippers of carload lots, also wholesalers of all kinds of merchandise. The question of car shortage was very generally discussed, and each one stated conditions as they existed in their several localities. It was the opinion of all present, after they had heard the reports from the different members, that the car shortage was more acute throughout the country than they had ever suspected, and that it was necessary for the public to do something at once to relieve the conditions and thereby prevent serious harm to the general business of the country.

After two days' discussion of this very important question it was decided to present the conditions to President Roosevelt for his consideration. A committee of seven, of which your president was one, was selected to go to Washington at once, and ask the President if something could not be done to protect the business interests of the country from the ever growing evil of car shortage. This committee met in Washington on the 17th of January, and placed the matter before the President. I am pleased to say that the entire committee was very agreeably surprised by the manner in which they were received and the consideration shown the subject. We found the President to be an attentive listener, and one who seemed pretty thoroly posted as to the conditions. While the committee were conferring with him, the President called in Chairman Knapp of the Interstate Commerce Commission and made arrangements for our committee to meet with the Interstate Commerce Commission in conference on the subject. There is no question as to

where the President stands on the question of reciprocal demurrage; and in his next annual message to Congress, he will without doubt suggest some just and equitable law that will assist the shippers and transportation companies in the adjustment of this complicated question.

During the last winter a number of state legislatures passed reciprocal demurrage laws, some no doubt good, others very unreasonable. I believe I am warranted in saying that the members of the Illinois Grain Dealers Ass'n are all in favor of a reasonable reciprocal demurrage law—not alone a state but a national law, tho they are utterly opposed to anything extreme or radical, as, for instance, the Adkins bill, which some attempted to pass at Springfield during the last session of the legislature.

Selling on Track.—The present method of selling grain by the country grain man was inaugurated about twenty years ago, before which period all grain was consigned to the commission man at the terminal market, and he attended to the inspection and sale of that commodity. If you at that time shipped in a car of No. 2 yellow corn, you would inform him in writing; and when it arrived he would get you a No. 2 price for the corn if it so inspected; but now, under the modern method of doing business, we take in a car of No. 2 yellow corn at our country elevator and the next morning look over our card bids to see what man or firm is bidding us the highest price, not No. 2 yellow corn, but on a car of No. 3 yellow corn "or better."

What would have been the result, if, twenty years ago, your commission man had sold the car of No. 2 corn at the No. 3 price?

There could be only one answer to that question. The next consignment you made would be sent to some other commission firm.

The point I wish to convey to the members of this Association is, that we are not realizing what we should for our grain, a fair due largely to the manner in which it is sold, and that we as an Association should go on record as being opposed to that method of buying grain, on the basis of "No. 3 or better," instead of a specific grade. This affects not only the grain man but indirectly the producer as well, in the fact that the farmer who produces the No. 2 grain does not receive any more than the man growing a No. 3 quality or possibly a line between.

Uniform Grade Congress.—The Sec. and Pres. of your Ass'n, as well as members belonging to boards of trade and exchanges in this State, attended a three days' session of the Uniform Grade Congress called in this city last December, by the Grain Dealers' National Ass'n for the purpose of formulating rules for a uniform inspection of grain throughout the United States. This Congress was largely attended, delegates being present from almost all boards of trade and exchanges east of the Rocky Mountains. After three days of continuous work, the Congress adopted a set of rules for the uniform inspection of grain, a copy of which I presume most of you have already seen, and recommended that the different boards of trade throughout the United States pass resolutions adopting the rules as they were laid down by this Congress.

I have been informed by Secy. Courcier of the National Ass'n, that a goodly number of exchanges have reported to him that the rules have been adopted. It occurs to me that this is a very important move on the part of the grain interests of the country; for if we expect to increase our exports of grain, we must be able to convince the foreign buyer that there is a uniform inspection of grain at all of our exporting points, and that he will get the quality of grain purchased. If they cannot be assured of this, they will naturally go to some other country with their trade.

In my judgment, if the grain interests of the country do not see that these, or similar, rules are adopted and enforced at once, it will be only a short time before the people will demand that the federal Government supervise the inspection of export grain, and possibly extend the supervision of inspection to all interior terminal markets. This matter affects not only the grain interests of the country but the grain producer as well, and anything that curtails the exporting of grain from this country indirectly affects the business interests of the entire nation.

Dockage.—I am pleased to be able to report to the members of the Ass'n that within the past four months the arbitrary dockage that had been in vogue from time immemorial, of from 50 to 100 pounds per car has been discontinued, in both Chicago and East St. Louis. I presume very few of you realize what this means to the shippers of grain to these markets. The past

year there has been received at these two markets, in round numbers, 400,000 cars of grain and, as nearly as I can figure it, this dockage has amounted to about \$1 per car; so that you can all readily see that it means a saving to the country shippers of about \$400,000 per annum. Of course, this grain does not all come from the state of Illinois, and we are only benefited by the amount of grain which we ship to these markets, which I presume would amount to 200,000 cars per annum, and at \$1 per car would amount to a saving of \$200,000.

This Ass'n appreciates the action of the Chicago Board of Trade in discontinuing the dockage, as well as the stand that the Governor and the Railroad and Warehouse Commission have taken abrogating their dockage rule at East St. Louis.

I wish to say in this connection that the country grain man would be very much pleased if the Chicago Board of Trade would in some manner change their rules so that we country grain men could hedge our purchases on the Chicago Board with some degree of safety. None of us appreciate or enjoy the experience of running into some corner manipulated largely by professional speculators. The more nearly the business of the Board of Trade can be conducted on lines of equity between buyer and seller, the better it will be for all parties concerned. I will also say that the average country grain man believes it is unnecessary to have a commercial grade and a speculative grade. They should be one and the same, and by making them the same it would do away largely with the manipulation of the market, which as a rule is injurious to the legitimate trade and frequently disastrous to the party manipulating the deal.

Arbitration.—Possibly many of you are not aware that one of the most important committees that we have in this Ass'n is the Committee on Arbitration. This committee is at the disposal of the entire membership for the settlement of the controversies that arise in the course of business. During the past year very many more cases have come before the committee than usual, and I believe that with a few exceptions all were settled to the entire satisfaction of all parties concerned. The spirit of arbitration has been inculcated in the minds of the people the last few years to a remarkable degree so that at the present time when misunderstand-

ings and disagreements arise between capital and labor the first move on the part of either side is in the direction of arbitration, where formerly these difficulties would have been settled with a long continued strike and possibly bloodshed. Therefore, I urge this Ass'n to submit all misunderstandings to arbitration where that can possibly be done without lowering the dignity of a member or his business, instead of resorting to the courts, which last named method, all will admit, is both expensive and unsatisfactory.

Non-Members.—One of the things that associations have to contend with is the lack of moral and financial support by a great many individuals who are largely benefited, tho this ass'n has very little ground for complaint, there is still room for improvement. We have a membership of between five and six hundred, while in the entire state we have in the neighborhood of fifteen hundred grain men. While our membership is slowly increasing, still we have less than half of the grain dealers of the state assisting us in carrying on this movement, the benefits of which are received by all. We should have the financial support of every dealer in the state, and if there is any one present here today who is not a member, I believe it is his duty to become one before the adjournment of this meeting. Our Ass'n is for the improvement and upbuilding of the trade, and any beneficial influence that we may have is shared alike by all.

The Future.—If it were possible for us all to attend the thirty-fourth annual meeting of the Illinois Grain Dealers' Ass'n, twenty years hence, we would find conditions somewhat different from what they are today. The past we are all familiar with; its methods, satisfying us at the time, seem crude to us now. The future will show us marvelous changes in the manner of conducting the grain business. The steam and electric cars radiating from commercial centers will penetrate and traverse the agricultural districts of the country to such an extent that if one could take a bird's eye view of the country in the not distant future, its avenues of transportation would have the appearance of a great spider's web. Then we will utilize our natural waterways for deep waterways, and instead of having a few exporting points along the coast, Chicago, in our midst will be the largest exporting city of the world. Chicago will then be



Secy. S. W. Strong, Pontiac, Ill.

truly Greater Chicago, the financial, commercial, manufacturing, and educational center of the United States, tributary to which is the best agricultural country of the world.

We are here today for both business and pleasure, and I hope that on your return home you will be able to say that this has been the most successful convention in both respects that you have ever attended. Gentlemen, in conclusion, I commend you to the proffered hospitality of our hosts, the Chicago Board of Trade.

Sec'y Strong read the minutes of the last meeting, which were approved.

After a consideration of the comites to be appointed, the Uniform Grade Congress to convene in Chicago June 20 was discussed, under the head of new business.

Pres. Wayne: On Thursday, June 20, the Uniform Grade Congress will convene in this city and I believe it is the duty of this convention to select delegates to attend same. The matter of Uniform inspection of grain is a very important one, something we should take hold of. We must give the foreigners, who buy our grain, uniform inspection or they will buy their grain elsewhere. We should see that uniform inspection is adopted to please them besides being a great benefit to us. I want to hear from the different members.

G. Hanna: I heartily endorse Uniform Inspection especially so far as it concerns our foreign friends. Regarding the stipulation of grades as formulated by the Uniform Grade Congress I believe they should be modified. I think the delegates, who are appointed to meet with the Congress, should be familiar with them so they can intelligently discuss them.

E. H. Culver: Pick flaws in the work of the last Congress. Let us know what you think about Uniform grading.

S. H. Smith: While I am in favor of Uniform grading I have serious objection to the rules as promulgated by Uniform Grade Congress.

Pres. Wayne: The Uniform Grade Congress formulated only the ground work for general Uniform Inspection. It was intended that it should be followed up by other meetings to decide what is best. The purpose of the Congress is to enact provisions that will do the most good for the largest number of people. The first meeting was a foundation only. I believe it would be wise for us to appoint a Comite to confer with the Chicago Board of Trade Inspection Dept. about grading. First of all we have got to have a basis to work on, and that basis is the rules adopted.

H. H. Newell: I move that Comite of 5 be appointed by the Chairman to confer with Inspection Dept. in Chicago as to what kind of grading would be agreeable to the country at large. Motion carried.

G. H. Hubbard: When we consider the Uniform grading of grain we are taking an important stand on an important subject, a step, which if once taken, will be hard to retrace. I believe that Uniform Inspection which would require different grades of grain raised on different soils, in different climates and shipped to different markets to be graded on same basis would work a hardship or possibly injustice to us under certain conditions. I don't want the system adopted. Grading of grain in Chicago and Peoria and in Ill. generally has been satisfactory while that of New Orleans has not been satisfactory. Other shippers perhaps have found that market the same as I. Grades at New Orleans for No. 3 would be No. 2 corn anywhere

else. I shipped my best corn to New Orleans and oftentimes it graded No. 4. I don't think the Grain Dealers of Ill. want Uniform grading based upon what the New Orleans market requires.

Pres. Wayne appointed the following comites:

Nominations: C. C. Miles, Peoria; H. H. Newell, Chicago; Geo. De Long, Foosland; Jas. Brainerd, Springfield.

Resolutions: Edwin Beggs, Ashland; D. M. Burner, New Holland; J. W. Radford, Chicago.

Auditing: G. W. Van Tassel, Peoria; A. L. Moschel, Morton; C. A. Burk, Decatur.



Treas. H. I. Baldwin, Decatur, Ill.

Comite to confer with the State Grain Inspection Dept.: H. H. Newell, Chicago; Geo. Hubbard, Mt. Pulaski; H. A. Hillmer, Freeport; Geo. W. Banks, Irene.

Motion to adjourn until Wednesday afternoon at 2 o'clock was moved and carried.

Wednesday Afternoon Session.

Pres. Wayne called the Wednesday afternoon session to order at 2:30 o'clock and introduced Clarence A. Shamel, president of the Chicago Corn Exposition.

Mr. Shamel: The Corn Exposition to be held in Chicago Oct. 5 to 19 will cost over \$75,000. Twenty thousand dollars of this amount will be spent for cash prizes and the rest for decorating and advertising. We also expect to get from \$40,000 to \$80,000 for special prizes for exhibits. The Exposition will be the biggest on record, and altho we are somewhat worried about the corn crop we still have faith that a big crop will be raised.

The purpose of the Exposition is two fold. We want to help the farmers to increase their yield and quality of corn, and also to increase the consumption which is more important. This will be a great Corn carnival and every effort will be made to entertain the visitors. Geo. Ade will probably write a play for the occasion, and Wm. Davis, who has had years of experience in staging plays, will conduct an old fashioned husking bee. Mr. Davis says he will have plenty of red ears of corn, even if he has to paint some. Bear us in mind and come to Chicago in the fall.

The next number on the program was an address by John D. Shanahan, Dept.

of Agri., Washington, on Standardization of Grain. Owing to the absence of Mr. Shanahan, Vice-pres. Shellabarger read the paper, which was printed in the May 25 number of the Grain Dealers Journal, page 616.

E. H. Culver of Toledo, Chief Inspector of Grain, spoke on the subject, Grading Grain by Uniform Rules. Mr. Culver's address was chiefly confined to the explanation of the rules as formulated by the Uniform Grade Congress.

There has been almost criminal criticism heaped upon the Uniform Grade Congress when every terminal market which receives corn, oats or wheat was ably represented. (Mr. Culver then read different rules and explained them at the same time answering questions that were promiscuously fired at him.) Sound means sound in every particular. Sound in smell, in weight and in looks. Wheat that has any defection is no more sound than a one legged or one eyed man.

There are many who complain about the term "No-grade." Then call it anything you like. Perhaps the term "Sample wheat" would suit you better. But if you have any objections to these rules we want to hear them now. There will be another Congress soon and we want to know what Illinois dealers think.

The union has become a serious problem in the Ohio river valley. There is no method except heat to get the onions out without leaving a smell on the wheat.

Now what I want to know is, Does Ill. want a yellow grade of oats?

Again, there is an objection to the grading of corn. Under the present rules you would have to keep your corn two years before you could get a No. 2. We will compromise on the rule regarding moisture tests. These rules were made to enforce. Twelve exchanges have adopted them and they will go into effect in Toledo July 1 on everything but corn.

Mr. Culver's remarks were followed by a general discussion.

W. L. Shellabarger: I want to know why good yellow oats are not as good as good white oats. I understand most of the cereal mills will use them.

E. H. Culver: The cereal mills will not use yellow oats because the skin is tuf, hard to get off, and they do not roll well. They grow golden oats in Ohio that are beautiful but eastern firms will not accept them. Personally I like them.

H. I. Baldwin: The majority of cereal mills will use more or less yellow oats as they like a sweet heavy oat. But very often they think they are stained and for this and other reasons I think it wud be better to discourage the planting of yellow oats.

J. W. Radford: It is a fact that yellow oats yield more than white oats but Prof. Holden thinks he can breed white oats that will be as strong as yellow oats. I want to see them superseded by white oats.

C. C. Miles: I think the object of the Uniform Grade Congress in providing different rules for grading white and yellow oats was because those who buy white oats don't want the same grade of yellow oats. Now if they want white or yellow let them say so. The rule doesn't prevent a man from buying what he wants.

Ira Hastings: I think it is better to have a yellow oats grade. The southern trade prefers black to yellow oats, even at one cent difference on the bu. We have had to accept No. 3 yellow for white oats while we can't get as much for them. We get No. 3 yellow very often when white is preferred.

Pres. Wayne: What do you think of

the corn inspection rules as laid down by the Uniform Grade Congress?

G. H. Hubbard: I can't say that I endorse the moisture test percentage plan allowance on damaged grain as laid down by the Congress. There are a number of objections to the rules. The question arises, What is damaged grain? Under the rules as read Ill. never wud raise a crop of corn that wud grade No. 2. It's out of the question. It wud eliminate our crop of corn from the No. 2 grade. I believe that corn in which 7 or 8 grains out of every hundred are damaged, is better for all commercial purposes than a sample of corn which is undeveloped with only 2 or 3 bad grains in it. My contention is that the corn with the greater per centage of damaged grains is better. I don't think it is safe for the producers to tie up with such grading. It would open up many propositions that wud be very serious for the producer. I am opposed to it.

E. H. Culver: We have agreed that the corn rules are wrong and will remedy them at the next meeting. We have experimented along this line and will settle on a basis which we know is right.

W. L. Shellabarger: I don't want to speak too much but I have a hobby in my bonnet on line inspection or grading of corn. While shipping corn to Buffalo I run up against the "red ticket" proposition. Their excuse was that the cars were heavily loaded and they couldn't get to the bottom so they marked the car to be reinspected at elevator. When first graded the corn went No. 3 but by the time it got to the elevator and was reinspected according to the red ticket order it was no-grade. There certainly ought to be a time limit on transferring or switching at terminals. Corn should not be permitted to stand on the tracks, subject to reinspection at the expense of the dealer. We've got to take their reinspection whether it is graded 2 days, 10 days or 40 days after the first inspection. Buffalo is the only market in the country where they have red ticket inspection and I think the Grain Dealers of Ill. ought to take some action about it.

J. M. Brafford (Sec'y Ind. Gr. Dirs. Ass'n.): The Ind. Grain dealers have the same kind of feeling as Mr. Shellabarger, and there is a case now before the arbitration comite. The car of corn arrived at Buffalo, was inspected and the receiver rendered acct. sales for No. 3 corn. Thirty days afterward the dealer received a corrected acct. sales, found the corn had gone to N. Y. and was hot. The dealer went to N. Y. and found corn burnt out, and the car had lost 3,000 or 4,000 lbs. in weight. The dealer feels the contract was ended when the car was first inspected. The receiver says he is not responsible and the R. R. says it delivered the corn. We want to know who is responsible and we are going to do something about it in Indiana at the meeting next week.

W. L. Shellabarger: Granting that corn on the line may be No. 3 and is inspected No. 4 and applied at market difference, there might be some excuse for that, but what I object to is that it grades No. 3, and when reinspected according to the red ticket regime it is discounted from 10c to 30c per bu. I have no use for the red ticket system of inspection. Either the inspector is negligent or his assistants are lazy.

Pres. Wayne: I think the Ass'n should take some stand about this. While we may have no direct grievance as an Ass'n against Buffalo, yet we should let them know where we stand.

Edwin Beggs: I sent a car of corn to Cincinnati and it graded no-grade. I sent a man down there and he and the Inspector couldn't find any hot corn in the corn. I should like to have Mr. Savage tell about it.

C. W. Savage: There was much corn down there in bad condition. It was in March during the hot season and there was lots of corn out of condition. I was very anxious to see some of our own corn that had been reported hot. But hunted thru the yards and only found one car in between two hot cars and it was all



A. G. Trng, Peoria, Ill.,
Director Ill. Grn. Dirs. Ass'n.

right. The Inspector hadn't looked at it. Wm. McQuillan: The official inspector in Cincinnati goes down and gets a sample out of every car and if Mr. Savage says his car was not inspected, it isn't so. He should not come here and slur the Cincinnati inspector as he is doing. If his car wasn't inspected it was a mistake.

C. W. Savage: The gentleman has inferred that I was not telling the truth. I want to ask this convention if the car was no-grade why was it only discounted at one cent per bushel? If it was no-grade would they have done that? Who's right? ("You are, you are," shouted a number of dealers in the audience.)

S. M. Ratcliffe: I'm from Buffalo! I want to give a reason for the red ticket system. I will say I believe it worries us more than it does you. Red tickets should be put on cars which cannot possibly be thoroughly inspected on account of the cars being too large, too full or inaccessible. Some deputies get lazy and put the red ticket on cars that should have been thoroughly inspected, which is not right. When it is not right we want to know it. Some men plug cars, and whether by accident or intention the effect is the same. Such cars have to be reinspected. Of course we have had delay in getting cars up to elevators in Buffalo the same as in other places. I fail to see why the R. R.'s are not liable for delaying grain. It certainly is the fault of the railroads whose facilities are not adequate. They have promised us better terminal service.

Alfred Anderson (Chief Inspector of Buffalo): I have ordered all inspectors to eliminate red tickets when possible. You notify me if you have trouble. Only cars subject to change should be marked with red ticket.

J. M. Brafford: Isn't it a fact that

many are marked with red tickets when there is no occasion for it?

Alfred Anderson: I'll admit it is a fact and I have let some men go on account of it. I am doing my best to get efficient service.

Sec'y Strong read his report which was adopted:

Secretary's Report.

The fiscal year of the Ass'n, ends with the 31st, of May, of each year; I beg to submit the following report for the year's business.

The Illinois Grain Dealers Ass'n, now numbers as members, 558 individuals and firms, who conduct 961 elevators, and there are about 100 elevators, which affiliate with the Ass'n, whose proprietors support the organization, by advertising in the Directory, and otherwise approving of the methods of Ass'n.

During the year, there was a loss of 26 from the enrollment, 18 sold out and quit the trade; 3 were suspended for non-payment of dues; 2 withdrew for various reasons, and 3 died. There were 43 new members received, making a net gain of 17.

Financial Report.

There was a balance in the hands of the Treasurer, June 1st, 1906, of \$1,179.63

Receipts for the year were as follows:
From Membership Dues \$4,645.00
From New Members fees 215.00
From Rebates on Mileage 83.08
From Arbitration Fees 266.00
From Ads 14th Annual Directory 816.60
\$6,025.68

Check from H. J. Bender, not endorsed, returned 12.50

Remitted to H. I. Baldwin, Treasurer 6,013.18

Total 7,192.81

Order No. 34 13th Annual Meeting Expense \$151.28

Expense for the Year, \$5,981.35
Postage the year 264.12
Salary of Stenographers 383.00
Printing & Stationery 119.07
Office Supplies 84.43
Salary of Secretary 1,800.00
Telegraph, Telephone & Exp. 93.05
Officers expenses 400.22
Traveling expense Secretary 594.99
Traveling expense Asst. Secretary 251.54
Salary Asst. Secretary 267.40
Paid for Mileage Books 399.80
Arbitration fees returned 112.00
Expense Arbitration Board 93.69
Publication 14th Annual, Dirs' 590.30
Dues Grain Dealers' Nat. Ass'n 264.00
Office, rent, light & heat 100.00
Paid Local Secretary's 18.00
Error in order the S. H. Beatty 3.46
Total \$5,981.35

Leaving balance in Treasurer's hands May 31st, 1907 \$1,211.46

During the year, 1167 personal calls, were made upon the dealers by the Secretary and Assistant.

The Secretary visited terminal markets outside of Illinois, at St. Louis, Louisville, Cincinnati and Indianapolis, in the interest of Illinois shippers. At each of these markets, there was evidenced, the greatest willingness, to give the fullest opportunity for investigation, as to methods and manner in which grain was handled and distributed. At no place was there found any disposition to do other than a fair deal in a square business way for a reasonable consideration.

Some of the terminal markets, still have a system of docking which allows allowances, which considering the manner of handling grain at this time, is clearly unnecessary, and now that Chicago and East St. Louis, have discontinued the custom in the past year. It is reasonable to suppose, that soon there will be no such practice of docking; but that every shipper will be given full weight for every car.

The necessary travel of the Secretary was 17,509 miles and the Assistant 7,436 miles.

The State organization is divided into twenty local divisions, which meet in different parts of the State, where most convenient for the members in membership in the State Ass'n entitling a shipper to attend any Local Division meeting. During the year I attended 39 local meetings at which 725 members were present.

Your Secretary attended, with the President, the meeting of the Uniform Grade Congress, for four days in the month of December, 1906, and the Reciprocal Demurrage Conference which met in January, for two days.

There has been a great deal of work car-

ing for cases filed for arbitration. During the past two years, there have been filed in the Secretary's office 1,942 cases, all of which have been disposed of but about twenty. A very larger part of the cases are never presented to the Board, but are settled thru the efforts of the Secretary. There has been no appeal from decisions of the Board, and but one case is still waiting payment upon the award of the Committee of Arbitration.

Treas. Baldwin read his report which was accepted as read.

Treasurer's Report.

Statement of H. I. Baldwin, Treasurer, To President and Directors of the Illinois Grain Dealers Ass'n. June 14, 1907.

1906.
June 11. Balance on hand.....\$1,179.63
1907.
June 11. Total deposited, current
year 6,013.18

Total receipts\$7,192.81
Expenditures: Orders No. 11 to 65,
inclusive 5,983.35

June 11. Balance, cash on hand...\$1,211.46

The next order of business was the consideration of the reports of the Resolution, Auditing and Nominations comites. Also the report of the comite appointed to confer with the Inspection department of the Board of Trade.

The report of Inspection Comite was read by E. H. Culver. It was accepted with recommendations:

Feasibility of Uniform Inspection.

Your Committee, appointed to confer with the Illinois Grain Inspection Department and the Grain Committee of the Chicago Board of Trade in reference to grading in this market, and as to the feasibility of national uniform inspection, beg to report as follows:

We met this morning with Chief Grain Inspector Scott Cowen and Mr. W. N. Eckhardt, Chairman of the Board of Trade Grain Committee, and had some general discussion.

The subject is entirely too large and important to go into with any degree of thoroughness in the short space of time at our command. Our investigation so far leaves us in doubt as to the feasibility of uniform rules to govern grain inspection in the various markets in the West, East and South, but we recommend that there be a committee of five members of this ass'n appointed to meet with the National Uniform Grain Congress which meets in this city on June 20.

Your Committee feel that in the main the rules now in force and as applied by the Grain Inspection Department at Chicago are very satisfactory to the grain trade.

We further recommend that there be a standing committee of this ass'n on weights and inspection composed of members of this ass'n who are directly interested in the country elevator business with a view of meeting when necessary with the officials of the State Grain Inspection Department, or with the Grain Committee of the Chicago Board of Trade at times when, in the judgment of the Executive Committee of this Ass'n it is deemed necessary and that the President of this Ass'n be one member and Chairman of this Committee.

The Auditing Comite's report with recommendations was accepted as read and ordered placed on file:

Report of Auditing Committee.

We, your auditing committee have examined the accounts of the Secretary, and we find a balance June first, 1906, of \$1,179.63. There was collected during the year \$6,013.18. Necessary expenses for the year were \$5,981.35, leaving a balance in the hands of the Treasurer, June first, 1907, of \$1,211.46.

It is a physical impossibility to verify all vouchers, etc., in the usual time allotted the auditing committee. We beg leave to recommend that the president appoint the auditing committee for the ensuing year at this meeting, and instruct the Secretary and Treasurer to have their reports ready ten days before the next annual meeting, and that they shall submit their reports to the committee for auditing.

We, your auditing committee, beg leave to report that your Treasurer has submitted vouchers for all expenditures, amounting to \$5,981.35, leaving a cash balance in his hands of \$1,211.46.

Adopted.

E. Beggs of the Resolutions Comite reported the following:

Resolutions.

Whereas, This Association has lost by death during the past year Geo. Beyer, former secretary, De Pue; Fred Haltzman, Grand Park; Wiley Marvell, Tabor; Benjamin Warren, Peoria; John Howard, Chicago; therefore, be it



H. A. Hillmer, Freeport, Ill.,
Director Ill. Grn. Dirs. Ass'n.

Resolved, That by the death of these, our brothers, This Ass'n has lost five valuable and efficient members. We deplore their loss, and extend out heartfelt sympathy to their bereaved families.

Adopted by rising vote.

Arbitrary Reduction of Shortage Claims.

Whereas, We congratulate the grain dealers of Illinois on the general prosperity of the nation, to which you as individuals have participated, and are pleased also that this general prosperity has been to a greater extent enjoyed by the producers.

We commend the officers of this Ass'n for the efficient and effective service during the past year in the conduct of the business of the Ass'n, and congratulate them on the success of their efforts.

Whereas, At the last annual convention a resolution was passed protesting against the reduction of $\frac{1}{4}$ of 1 per cent on shortage claims, and claiming at that time the shortage did not average over $\frac{1}{4}$ of 1 per cent, the railroad companies of the state have complied with the resolution and are deducting only $\frac{1}{4}$ of 1 per cent; therefore, be it

Resolved, That we commend the railroads for this fair and just treatment.

Adopted unanimously by viva voce vote.

Thanks.

Be it Resolved, That we the Illinois Grain Dealers' Ass'n extend our thanks to the Board of Trade of the City of Chicago, its officers and members, for their splendid hospitality and entertainment.

Adopted by a rising vote accompanied with cheers.

Railroad Lease Exemptions.

Resolved, That where grain men build elevators on railroad land for purposes of gathering grain to ship over their line, that the clause in all railroad leases exempting the railroad from loss from any cause except fire should be eliminated.

Adopted.

Free Storage and Advancing Money.

Resolved, That the unlimited free storage of grain by country grain dealers, and the advancing of money on same, or on contracts without charging interest on same, is unbusinesslike and injurious to the welfare of the country elevator proprietors and farmers, and that we urge upon the members of this Ass'n, the discontinuance of same; that we consider thirty days free storage, with a charge of $\frac{1}{2}$ cent per bushel per month, or fraction thereof thereafter, to be fair alike to the grower and the warehouseman, and that all winter, shell corn should be sold on or before April 1.

Adopted.

Disputes Involving \$15 or Less.

Whereas, That in cases, where the amount in dispute is fifteen dollars, or

less, that the Secretary may, when both parties to the arbitration consent, assign such case to one of the members of the Board of Arbitration, and he shall be sole arbiter in such case, and shall decide the same, as hereinbefore provided.

That in all such cases, the fee for arbitration to be deposited by the contestants, shall be five dollars each.

Adopted.

The Call Rule.

Whereas, The Chicago Board of Trade, in an effort to control the price of grain throughout the State and territory tributary to Chicago, has created, by rule, a so-called "CALL," on which each day prices are made that all members are compelled to observe when making bids in the country, on pain of discipline; and,

Whereas, this rule works a great hardship, not only to country dealers but also to the farmers tributary to this market, in that it prevents free and unrestricted bidding on the part of members of the Board of Trade, thus doing away with that competition which the grain dealers and farmers have hitherto enjoyed, be it

Resolved, That this Ass'n, in convention assembled, believing that the above rule, adopted by the Board of Trade, is unjust and illegal, respectfully present these facts to the Board of Trade for its consideration and request that the above rule be abolished.

This resolution engendered quite a little feeling.

W. N. Eckhardt: As a member of the Board of Trade Call Comite I feel I should say something in defense of the Call inasmuch as I believe the members do not understand the working of the Call. This rule indicates its principle. I will read part of the rule:

The Call Rule.

The Board of Directors is hereby empowered to establish a public "Call" for corn, oats, wheat and rye to arrive, to be held in the exchange room immediately after the close of the regular session on each business day. Contracts may be made to the Call only in such articles and upon such terms as have been approved by the Call comite. The Call shall be under the control and management of a Comite consisting of 5 members appointed by the Pres. with the approval of the Board of Directors. Final bids on the Call less the regular commission charges for receiving and accounting for such property may be forwarded to dealers. It is the intent of this rule to provide for a public competitive market. All making of new prices by members of this Ass'n shall cease until the next business day.

This rule provides for an open market where grain to arrive may be sold. Heretofore we have had no open market. Competition is open on the call and prices are made there, and bid up or down. So far as being a hardship on the dealers is concerned I think the position is not well taken. The Calls created a wide market. Under the old system a few cud make prices, and none others knew what they wud be when market opened in the morning. Now every man may know prices on this open market. It is not a restraint of trade, and in my opinion the rule is not illegal. A market is not a market unless there is competition, and instead of restraining trade the Call has made an open market.

Geo. C. Dunaway: I don't think we shud try to dictate what the rules of the Board of Trade shud be. I think they know their business better than us fellows in the country. I therefore move that the resolution be laid on the table.

A viva voce vote was taken on the resolution and the chair being undecided, a standing vote was taken resulting in 34 voting for laying the resolution on the table, while 33 voted against it.

H. H. Newell moved that a comite of 7 be appointed by the pres. to attend the Uniform Grade Congress to be held in Chicago June 20, that the pres. and sec'y were to be considered members of that comite, and the remaining five should be notified by mail as to their appointment. The motion was carried and the pres

announced that the comite would be appointed later.

C. C. Miles of the Nominating Comite read the report saying that the comite deemed the services of Pres. Wayne, Vice-Pres. Shellabarger, Treas. Baldwin so good that they proposed the names for re-election. (This announcement elicited a hearty cheer). The following directors were nominated: Edwin Beggs, Ashland; A. G. Tyng, Peoria; H. A. Hillmer, Freeport; Geo. D. Montelius, Piper City.

Sec'y Strong took the chair and by a unanimous vote the recommendations of the comite were accepted.

At the request for a speech Pres. Wayne said: I certainly thank you for the honor you have conferred upon me; while the duties are not very arduous yet the grain business is one of the most important that we have, and its interests should be carefully guarded. I thank you.

W. L. Shellabarger: It certainly is flattering to be elected to this office. With such an efficient president I have had nothing to do. I cheerfully accept re-nomination and trust that the duties will continue light during ensuing year.

Meeting adjourned sine die.

Convention Notes.

Kansas City, Mo., sent F. B. Logan. C. S. Weiss was there from Wilkes-Barre, Pa.

One lone representative from Kansas—C. E. Ulrich.

E. V. Mitchell came all the way from Hartford, Conn.

J. F. Bassett of Boston rep. the Durable Wire Rope Co.

One dealer from Michigan—Claude P. Wykes, Grand Rapids.

From Iowa—J. H. Charlton, Rolfe, and G. G. Stevens, Washta.

The Board or Directors met after the convention and re-elected Sec'y Strong for another year.

F. M. Smith, representing the Huntley Mfg. Co., Silver Creek, N. Y., distributed handsome watch fobs.

Buffalo sent—A. Anderson, Chief Insp.; L. S. Churchill, rep. The Churchill Grain & Seed Co.; S. M. Ratcliffe.

Fred W. Kennedy, Shelbyville, Ind., sent P. G. Hunker, Jr., to explain the merits of his Paper Car Liner.

Celluloid rulers were distributed by I. C. King with the compliments of the Grain Dealers Mutual Fire Ins. Co.

The Cincinnati delegation included F. J. Currus; A. C. Gale, rep. The Gale Bros. Co.; P. K. Gale, W. R. McQuillan.

"What a difference it makes" when you gaze at the young lady soliciting business for Bert A. Boyd thru the little red monochrome.

Baltimore receivers were represented by J. Frank Ryley, rep. John F. Fahey & Co.; J. W. Snyder, rep. Hammond, Snyder & Co.

St. Louis was represented by J. M. Fuller, R. S. and G. L. Graham, H. F. Ketchum, H. J. McGee of the Weighing Dept.; Jim Connor, R. Valier.

The Southernmost point in Illinois was represented by H. E. Halliday, rep. H. L. Halliday Milling Co., and Ira Hastings, rep. Samuel Hastings Co., Cairo.

Chas. Savage brot what he thot were green bugs from Virginia, Ill. A few stalks of oats on which they subsisted were literally covered with them.

Machinery men in attendance: S. J. McTiernan and F. M. Smith, rep. Huntley Mfg. Co.; W. N. Goodman, rep. Richardson Scale Co.; Geo. J. Noth, rep. Noth-Sharp-Sailor Co.; W. J. Scott, rep. Invincible Grain Cleaner Co.; C. D. Peck,

rep. Fairbanks, Morse & Co.; Claude Stephens; L. D. White, rep. Beall Improvements Co.

The Fire Insurance fraternity was represented by I. C. King and H. N. Knight, Grain Dealers National Mutual Fire Ins. Co., and H. Stanbery, Millers National Ins. Co.

The Toledo delegation consisted of E. H. Culver, Chief Insp.; C. Knox, of Reynolds Bros.; H. L. Goemann, rep. Goemann Grain Co.; Fred Mayer, of Zahm & Co.; F. W. Rundell, rep. W. A. Rundell & Co.

From Peoria there were D. D. Hall, C. C. Miles, M. S. Miles and C. S. Taylor,



E. C. Boyer, Tampico, Ill.
Director Ill. Grn. Dis. Ass'n.

rep. P. B. & C. C. Miles; E Roberts, rep. Roberts, Moschel & Mosiman; R. W. Van Tassel, rep. Van Tassel Grain Co.; F. V. Tompkins, Chief Insp.

Only those who were present at the Wednesday afternoon session can understand what bravery it took on the part of S. M. Ratcliffe to announce at the beginning of his short talk on "red ticker" inspection, "I'm from Buffalo."

Among the Hoosiers present were E. W. Bassett, rep. The Bassett Grain Co.; Bert A. Boyd and J. M. Brafford, Indianapolis; M. L. Conley, Frankfort; Wm. Donlin, Delphi; W. B. Foresman, rep. Crabbs Reynolds Taylor Co., Lafayette.

The Avery Automatic Scale Co. had a neat model of its scale on exhibition at the Auditorium. The company was represented by A. S. Purves and Lock Efridge. It also distributed aluminum ash tray pans bearing an engraving of its scale.

The McLeod Automatic Scale Co. operated a neat model in room 812 at the Auditorium. The machine was in charge of F. C. Wagenknecht and Geo. M. Brush of Peru. The representatives also distributed a number of new catalogs just issued.

The dealers missed a very rare opportunity to hear a genius when they did not insist upon Alfred Montgomery's speaking to them. As a farmer who paints and a painter who farms he is a wonderful man. Some of his paintings were on exhibition.

The vote to lay the resolution condemning the "Call" on the table came very near being a tie. However one voter changed his opinion after he had risen to his feet, and sat down. The vote

was then 33 to 34 in favor of tabling the resolution.

Scores of Grain Dealers visited the moisture testing rooms of the Board of Trade during the convention, and exhibited much interest in the tests made by chief sampler Kettles. Quite a number expressed their determination to install such an apparatus.

The badge was very unique. It consisted of a piece of white ribbon frayed at one end while at the other was a clasp pin in which the name and address of wearer was inserted. In gold letters these words, "14th Annual Meeting Illinois Grain Dealers Association, Auditorium Hotel, Chicago, June 11-12, 1907," were printed. The directors also wore a blue badge.

Among the ladies present were Mrs. W. F. Banta, Ridgefarm; Miss E. Boyer, Pontiac; Mrs. J. E. Collins, Garrett; Mrs. E. H. Culver, Toledo, O.; Miss Foss, Chicago; Mrs. C. L. Foucht, Rutland; Mrs. O. L. Gray, Watseka; Mrs. O. Jones, Chrisman; Mrs. A. Shepard, El Paso; Mrs. S. W. Strong, Pontiac; Mrs. S. S. Tanner, Minier; Mrs. J. Wagner, Metamora; Mrs. E. M. Wayne, Delavan; Mrs. Geo. P. Wills, Alsey; Mrs. J. P. Woolford, Galton.

From Illinois were: J. M. Allen, Decatur; A. O. Anderson, Lee; A. P. Applegate, Atlanta; O. C. Baker, Ashton; H. I. Baldwin, Decatur; Mr. Baldwin, Bloomington; G. W. Banks, Irene; W. F. Banta, Ridgefarm; A. P. Barnes, Amboy; C. V. Barr, Plainfield; J. C. Beattie, Elwood; W. H. Bechstein, Seneca; E. Beggs, Ashland; P. Bieber, Sublette; H. A. Binns, Middletown; A. M. Blythe, Gays; C. U. Bower, Covell; E. C. Boyer, Tampico; J. L. Brainerd, Springfield; A. Brooks, Bloomington; G. Brownfield, Urbana; F. A. Bruns, North Ritchie; G. W. Burch, Galt; L. W. Burch, Morrison; D. M. Burner, New Holland; C. A. Burnham, Ashton; E. Burt, Shannon; J. W. Busey, Mahomet; M. C. Camp, Bement; W. M. Close, Illinois; J. E. Collins, Garrett; E. G. Coon, Rantoul; W. W. Cooper, Gibson City; R. C. Cox, Sherman; C. B. Crawford, Nachusa; S. G. Crawford, Hayes; A. L. Culbertson, Delavan; A. P. Cuppy, Humboldt; C. M. Dauberman, Mansfield; F. E. Davison, Rock Falls; O. M. Davison, Minonk; A. DeLong, Foolsland; W. H. Dickinson, Creston; Geo. S. Doyle, Galesburg; C. E. Drew, Gardner; A. Drohan, Danvers; C. A. Dryer, Champaign; G. C. Dunaway, Utica; J. A. Ellis, Deer Creek; V. C. Elmore, Ashland; J. W. Ernst, Humboldt; P. A. Felter, Eureka; O. H. Fesher, Beardstown; C. L. Foucht, Rutland; J. H. Graham, Durant; O. L. Gray, Watseka; G. Hanna, Kankakee; A. L. Hardin, Charleston; B. E. Harrington, Wapella; L. L. Harrison, Dwight; E. H. Hasenwinkle, Bloomington; P. H. Hayes, Galesville; G. L. Heironymus, Winchester; F. Hettinger, Harmon; G. L. Hight, Macon; be enjoying 17½ cent rate.—E. B. Boyd, J. C. Hight, Dalton City;—B. P. Hill, Freeport; H. A. Hillmer, Freeport; C. E. Hitch, West Ridge; S. A. Holcomb, Sycamore; G. H. Hubbard, Mt. Pulaski; W. H. Hutchins, Milford; A. J. Hyland, Belvidere; C. J. Hyland, Cherry Valley; J. Inkster, Herscher; W. H. Jackman, Genoa; C. E. Jeter, Plano; L. J. Jeter, Yorkville; R. W. Jeter, Franklin Grove; W. G. Johnston, Arrowsmith; O. Jones, Chrisman; L. Katz, Mattoon; M. Kennedy, Rochelle; H. N. Knight, Monticello; W. A. Lambert, Morse; C. R. Lewis, Jacksonville; A. V. S. Lloyd, Bloomington; F. R. Ludwig, Pesotum;

[Continued to page 743.]

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Chairman A. J. Rauch of the grain and produce commission of the Board of Trade appointed the following committee to investigate the new demurrage law: Dan Daniels, chairman, George E. Cunningham and William E. Overstreet, and the following committee to formulate rules to govern weighing: Fred Gossell, chairman, J. T. Greenfield, Dan Daniels, George Cunningham and J. W. Lippincott.

CALIFORNIA.

San Bernardino, Cal.—John G. Eikelman will equip his eltr. with an Improved Hall Signaling Distributor.

Hollister, Cal.—Wm. P. Steinbeck has leased the plant of the Sperry Flour Co. and took personal charge about June 1. He has secured a controlling interest in the Hollister Warehouse Co., which will be under his management. He will move his family here. William Chaney, local mgr. of the Sperry Flour Co., has resigned, and will devote his attention to his orchard interests.

San Francisco, Cal.—Wolf Cerkel, pioneer grain broker in the local wheat market, is bankrupt and his creditors will study the problem of making about \$10,000 worth of assets liquidate liabilities amounting to about \$40,000. After 27 years of business activity during which time he had seen a modest fortune expand to near half million, he finds himself penniless. The principal creditor is Max Brooks, formerly a member of the Produce Exchange, to which he owes \$20,000.

CANADA.

Souris, Man.—James F. Deyelle died June 1 at his home.

Radvers, Sask.—The Saskatchewan Eltr. Co. is erecting an eltr.

Lacombe, Alta.—The Alberta Eltr. Co. will erect an eltr. this summer.

Irvine, Alta.—The Irvine Eltr. Co. has let the contract for a 30,000-bu. eltr.

Wolseley, Sask.—The North Star Eltr. burst recently as a result of the foundation settling.

Medicine Hat, Alta.—The Medicine Hat Milling Co. will spend \$12,000 on an eltr., and \$10,000 in new machinery.

Drinkwater, Sask.—Conger & Co., of Rouleau, dealers in lumber and grain, have opened branches at this place, Chaplin and Yellowgrass.

Montreal, Que.—Every one of the bins of the Grand Trunk Eltr. was completely filled on the morning of June 17. The capacity of the house is 1,080,000 bus. and it contained 1,021,000 bus., the largest amount of wheat ever stored in this city, says G. H. Hanna, mgr. of the Montreal Warehousing Co.

Winnipeg, Man.—A conference was to have been held June 5 and 6 between the grain growers, track buyers, commission merchants and representatives of the Grain Exchange and railways, but on the first day the representatives of the Grain Exchange withdrew, objecting to

having their by-laws revised by the government in council.

WINNIPEG LETTER.

Roblin, Man.—The British-American Eltr. Co. has bot a site and will erect an eltr.

Parkland, Alta.—The farmers have organized to erect an eltr. W. J. Greer is interested.

Leduc, Alta.—The Alberta Grain Co., and the Alberta-Pacific Eltr. Co. will erect eltrs. here this summer.

Saskatoon, Sask.—The Saskatoon Milling & Eltr. Co. will erect an eltr. with a capacity of 30,000-bu. at once in addition to its mill.—R.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,950.

Howard Lipsey has taken charge of Sam Finney's cash grain shipping department.

The Albert Dickinson Co. is said to be considering the construction of a fire-proof grain eltr.

Jacob Lorenz, said to be a grain dealer of North Dakota, on June 7 was found dead in bed in a gas filled room.

The Highland Grain Co. has changed its name to the Davis Grain Co.; and its capital stock has been increased from \$7,500 to \$25,000.

H. O. Parker, formerly in the grain commission business and at one time a director and vice pres. of the Board of Trade, died June 20 at Wheaton.

Joy Morton has filed a cross bill in the receivership suit of the Chicago Real Estate Loan & Trust Co. against the Corn Products Co., asking that shares of stock, valued at \$100,000, held by the trust company be declared void alleging that the motives of the suit were to harass him and injure the Corn Products Co.

The directors of the Board of Trade admitted to membership recently W. J. Springer, of Milwaukee, W. E. White, Isaac A. Schoen, of St. Louis, Thomas J. Cannon. Applications for transfer of membership have been made by W. E. White, Austin H. Wright, Adolph Flertzhelm, Lev Fowler, Turner Wilson, James C. Connor. Application for membership in the Board of Trade have been made by Alfred Q. Neil, Andrew M. Lynch, Caleb H. Canby, Jr., Harold M. Ives and Chas. B. Burt.

We are indebted to Geo. F. Stone, sec'y of the Board of Trade, for a copy of the 49th annual report of the trade and commerce of Chicago for 1906. The volume contains a general review of the grain trade in 36 pages, report of the board of directors and treasurer, detailed statistics, general statistics of the state and the United States, list of members of the Board of Trade, its rules and by-laws, rules of the Illinois Department governing grain inspection, and regulations governing sampling and weighing.

The effect of the Interstate Commerce Commission's ruling in the sugar case will be most disastrous if persisted in.

We fail to see where any discrimination or harm exists when grain is shipped into Chicago upon a local rate and when shipped out the local rate prevailing at the time is paid. If the commission's ruling stays, there will always be two rates in effect. Accordingly one dealer would be shipping east on a 19½ cent rate, for example, while another would be enjoying 17½ cent rate.—E. B. Boyd, mgr. transportation department, Board of Trade.

COLORADO.

Olathe, Colo.—The Olathe Milling Co. will erect an eltr. here.—Crobill & Shiner, Delta, Colo.

Denver, Colo.—The Colorado Grain Dealers Ass'n adopted a new constitution June 1 at a meeting called by the Phelps-Donahue Grain Co. The Ass'n will work for the establishment of official grain inspection.

IDAHO.

Troy, Ida.—We are improving and enlarging our mill and grain bins.—Agt. F. M. Green, Vollmer-Clearwater Grain Co.

Caldesac, Ida.—The Vollmer Clearwater Co., of Lewiston, has leased the plant of the Caldesac Milling Co. and will install new machinery.

ILLINOIS.

Morse, Ill.—O'Brien & Son have succeeded Hearn & O'Brien.

Romeo, Ill.—Chas. V. Barr of Plainfield has started an eltr. here.

Gays, Ill.—I am going to install a Mattoon Loader.—A. M. Blythe.

Leroy, Ill.—W. F. Crumbaugh has bot the eltr. of Simeon Crumbaugh.

Parola, Ill.—B. F. Slenker's eltr. caught fire May 31, with but little damage.

Harmon, Ill.—I expect to put in a new gasoline engine.—Frank Hettinger.

Bement, Ill.—We have installed two new gasoline engines.—M. C. Camp.

Charter Grove, Ill.—Holcomb Bros. have just installed a gasoline engine.

Kenney, Ill.—N. R. Persinger has bot an interest in the eltr. of H. C. Suttle.

Clifton, Ill.—B. F. Cummings has just returned from a trip to Mediterranean ports.

Cropsey, Ill.—The Cropsey Eltr. Co. is tearing down its eltr. and will erect an oat bin.

Tomlinson, Ill.—I have been putting in a number of Patrol Fire Extinguishers.—Thomas New.

Block Sta., Sidney P. O., Ill.—Coon Bros. of Rantoul, have bot the eltr. of McDermott & Co.

Monticello, Ill.—Mansfield & Co.'s new eltr. on the Ill. Cent'l R. R. is completed and ready to receive grain.

Champaign, Ill.—G. H. Spanogle of Decatur has bot E. D. Vorhes' eltr. and will take possession July 1.

Peoria, Ill.—The Corn Products Co. has sold all the machinery in its glucose factory to H. V. Finkelstein.

Bradford, Ill.—Cooley & Wolcott will take possession July 1 of the eltr. they purchased from Harwood & Co.

Gardner, Ill.—Hargrave & Drew expect to put in several loading spouts, raise their eltr. and otherwise improve it.

Mayview, Ill.—Adam Funk of Royal will take charge of the eltr. of the Zorn

Grain Co., and will move his family here.

Littleton, Ill.—Will Bader of Vermont has bot the eltr. of Bader & Co. for \$6,000. H. O. Bader will move from Littleton.

Tolono, Ill.—H. W. Riley has bot the eltr. of Bartlett, Frazier & Carrington. He has represented this firm for a number of years.

Tuscola, Ill.—John Sipp will hereafter conduct the grain business of Sipp & Powell, while Mr. Powell will devote his time to the coal business.

Illioipolis, Ill.—The Illinois Traction system is building a switch to the eltr. of the Illioipolis Farmers Grain Co. for the loading of cars at the eltr.

Nevada, Ill.—Merritt & Wierman have put in 4 new hardwood sills in their eltr., 10x10x30 ft. They have straightened up the eltr. and otherwise improved it.

Brocton, Ill.—The Brocton Eltr. Co. has made improvements and built an addition to its eltr. which will more than double the capacity.—W. C. Price, Mgr.

Cairo, Ill.—We are building a hay and storage warehouse on the M. & O. 300 ft. long. When completed the building will hold 300 cars of hay.—Ira Hastings.

Ellwood, Ill.—Wm. Schumacher is painting his eltr. has changed his drive way and made other improvements in anticipation of a large business this fall.

Ottawa, Ill.—J. B. Kenny has succeeded to the business of M. Kenny. He is a son of the latter. Mr. Kenny has a 30,000 bu. eltr. on the C. R. I. & P.

Virginia, Ill.—The firm name of C. W. Savage has been changed to C. W. Savage & Son, J. W. Savage having acquired an interest in his father's business.

Bluffs, Ill.—W. H. Graham's eltr. was burned June 7, at 12:15 a. m. The eltr. was full of grain, which was insured for \$9,000, and the building was insured for \$6,500.

Glenavon, Ill.—The Glenavon Grain & Mercantile Co., which recently was incorporated, is about to let the contract for an eltr. of 25,000 bu. capacity.

Beardstown, Ill.—The Beardstown division of the Illinois Grain Dealers Ass'n has recently elected C. W. Savage, pres., C. H. Cummings, secy. and John Schultz, treas.

Warrensburg, Ill.—Victor Dewein will assume control July 1 of the grain eltr. of C. H. Faith who has been operating the eltr. under lease from Victor Dewein for the past year.

Pekin, Ill.—The Corn Products Refining Co. will expend a large sum increasing the capacity of its glucose factory here from 13,500 bus. to about 25,000 bus. of corn daily.

Paxton, Ill.—W. H. Westbrook has just completed the installation of a No. 4 Hess Drier, and a new leg and 4 belt conveyors furnished by the Skillin & Richards Mfg. Co.

Champaign, Ill.—W. C. McGuire has severed his connection with the Farmers Eltr. Co. here and has gone to Champaign where he is associated in the brokerage business with Tankersley & Co.

Greenwich, Kankakee P. O., Ill.—Bartlett, Frazier & Carrington have brot suit against a corn grower to recover \$160 for breach of contract. The grower, Walter Dubois, on Jan. 31 sold between 1,600 and 1,800 bus. of corn over the

'phone to the agt., John Stokes, at 40 cents. When corn reached 50 cents Dubois delivered the corn to the other eltr. at this station.

Stanford, Ill.—I have bot ½ interest in the eltr. of J. M. Kearby, and the new name will be Kearby & Holmes, with J. M. Kearby as mgr. as I will not move there.—U. M. Holmes, Cooksville, Ill.

Chrisman, Ill.—Oscar Jones is putting up an addition to his eltr. 24x80 for oats storage. The building adjoins his eltr. and when completed will hold 65,000 bus. of oats. Mr. Jones is installing the machinery necessary to handle oats properly.

Ottawa, Ill.—Captain Wallace has interested Dunaway, Ruckrigel & Co. in his canal boat line for grain shipments; and has promises also from the Bruce Grain Co., of Marseilles, enabling him to transfer his boats from the Illinois River trade to the canal business.

Tuscola, Ill.—The lumber yard of James Jones, joining us, burned May 22. Our eltr. was on fire in many places, but we saved it with only a small loss. Our office was almost an entire loss, all fully covered by insurance. The repairs are almost completed.—R. & J. Ervin.

Muncie, Ill.—B. B. Minor of Indianapolis, Ind., has installed a manlift made by the Sidney Elevator Mfg. Co., in his eltr., which is a great labor saver. Every eltr. should have one to save the engineer the many steps in climbing to the top of the eltr.—E. A. Purnell, mgr.—B. B. Minor.

Blue Ridge, Ill.—Vice Pres. C. W. Fairbanks is having a 65,000 bu. up-to-date iron-clad eltr. built on the Wabash R. R. The eltr. will be run under the name of W. D. Fairbanks, a brother. C. M. Dauberman of Mansfield is managing the construction and buying the machinery.

Cairo, Ill.—The Board of Trade has rented a pleasant room on Commercial avenue and meets every day at eleven o'clock to transact business. It has installed a private wire and gets regular market reports. The Board is flourishing and is increasing Cairo's importance as a grain center.

Toluca, Ill.—Two opposite sides of Davison & Livingston's eltr. gave away recently and 10,000 bus. of corn was scattered. The bin was built for oats, but, being pushed for room, they used it for corn and overloaded it. The accident is quite a loss to the firm as the bin of the eltr. will have to be rebuilt.

Cairo, Ill.—R. C. Cox of Sherman, Ill., has been granted a judgment for \$447 against Leo McDaniel in settlement of a contract for 10,000 bus. of corn. The grain was sold on Cairo terms and settled for on McDaniel platform scale weights. The difference sued for was difference between weights of shipper and those of McDaniel.

Thomasboro, Ill.—This is a memorandum of grain taken in over one pair of scales, and dumped in the eltr. of the Thomasboro Grain, Lumber & Coal Co. May 29: First load over scale 6:30 a. m., last load over scale 7:30 p. m. The number of loads of corn received in this time, 548; number loads of oats 2. Total number bus. of corn, 28,069, oats 181. C. E. Babb, mgr. This means that there were 1,100 weights taken on the scales in less than 13 hours, or more than one weight every minute.

Springfield, Ill.—The state board of agri. reports that the area devoted to

broom corn has been increased in Coles and Cumberland counties. Monroe county is the only county in the central or southern part of the state having spring wheat seeded this year. Its acreage of spring wheat is 105 per cent of last year's. Sixteen of the 33 counties in the northern division of the state have spring wheat seeded this year. Randolph county has the biggest acreage of winter wheat, 87,117, Madison coming next with 80,739 acres.

INDIANA.

Stone Bluff, Ind.—Jones Bros. have ordered an Avery Automatic Scale.

Azalia, Ind.—Tobe Hammond is building an eltr. on the Ind. Southern.

Knox, Ind.—C. V. Ferver has ordered a 1,000-bu. Avery Automatic Scale.

Lakeville, Ind.—The Lakeville Eltr. Co. has sold its eltr. thru W. B. Calvert to W. H. Stults of Wren, O.

Windfall, Ind.—J. C. Hadley has just installed a Constant Sheller purchased from the Noth-Sharp-Sailor Co.

Indianapolis, Ind.—G. R. Whitaker, formerly with the Indianapolis Grain Co., is now with the White-Howard Grain Co.

Merom Junction, Merom P. O., Ind.—The Wilson Grain Co., of Palestine, Ill., has transferred its eltr. here to Cliff W. Wilson.

Kingman, Ind.—A 15,000-bu. eltr. is being erected on the C. & E. I. R. R. for the Bloomingdale Milling Co. by the Reliance Construction Co.

New Palestine, Ind.—John Walz' eltr., on the C. H. & D. R. R., is being overhauled, remodeled and enlarged by the C. & A. Engineering Co.

Crawfordsville, Ind.—T. C. Crabbs, wife and daughter have recently returned from a ten weeks' trip to the United Kingdom, France, Holland and Belgium.

Amboy, Ind.—The Lavengood Grain Co. is building a 30,000-bu. eltr. using a complete equipment of machinery furnished by the Skillin & Richards Mfg. Co.

Chalmers, Ind.—T. E. Kinney has sold his eltr. to Clint O. Hawkins of Oxford and his brother of Fowler. Possession will be given July 1. J. M. Maguire made the sale.

Fort Wayne, Ind.—The Northeastern Indiana Grain Dealers Ass'n recently elected R. A. Brown, pres., T. P. Riddle, vice pres., and C. E. Ravinson of Bluffton, secy.-treas.

Indianapolis, Ind.—The cupola of the 50,000-bu. eltr. of the Acme Milling Co. is being raised, the elevator legs lengthened and garners built in so as to increase receiving capacity.

Sheff, Raub P. O., Ind.—A 20,000-bu. eltr. will be built for Caldwell, Barr & Co., of Earl Park, by Fred Friedline. A safety manlift purchased of Noth-Sharp-Sailor Co. will be installed.

Rosedale, Ind.—The new 20,000-bu. elevator of the Phillips & Ross Grain Co. is about completed. It was designed by the Reliance Construction Co. and erected by James N. Naylor Co.—E. A. Phillips.

Amity, Ind.—The eltr. of John Hill and the warehouse of A. W. Barrow were burned June 13, at 4 o'clock a. m., causing a total loss of \$6,000. No insurance on the warehouse, \$4,500 on the eltr.

Crown Point, Ind.—F. A. Bieker, who runs a feed store, is not recognized as a regular dealer in grain, tho attempting

the shipment of occasional cars to Pittsburgh. The only regular dealer at this place is E. F. Schroeder.

The provision of the shippers' bill enacted by the last legislature requiring record to made of all applications for cars, went into effect June 11. Carriers are not required to furnish cars unless applied for as provided by this law.

Kentland, Ind.—The Kent Grain Co. is overhauling its eltr. recently purchased from the Rider Grain Co., adding 3 new legs, new foundation, new dumps, cleaner, power house. The Skillin & Richards Mfg. Co. is supplying machinery.

Vincennes, Ind.—J. & E. Emison have protested to the state railroad commission against the reduction in the rate on wheat of 2 cents per 100 lbs. without a corresponding reduction on flour from Vincennes to Evansville and Terre Haute.

Muncie, Ind.—Wysor & Hibbits, one of the longest partnerships in this state, has been dissolved and I will continue the business. As soon as some repairs are made I expect to incorporate under the name of Hibbits Mill Co.—Wallace Hibbits.

Bargersville, Ind.—Bargersville Eltr. Co., composed of D. W. Rapp and F. O. Crabbe, has just completed a 25,000-bu. eltr. on the I. C. R. R. One dump, one leg wheat and corn cleaners, sheller will be installed. A 35-h.p. steam engine and a 40-h.p. boiler have been installed.

Grass Creek, Ind.—E. J. Buchanan has sold his eltr. to O. Gandy & Co., of South Whitley, who will tear down this eltr. and build a modern eltr. with brick engine room. The main building will be 32x36x67 ft., with a crib annex of 24x20 ft., the total capacity being 23,000 bus. Fred Friedline has the contract.

Kingman, Ind.—L. R. Jessup, pres. of the Jessup, Nevins & Co., is making final arrangements for the erection of an eltr. where the flour mill now stands. The flour mill building will be remodeled and worked into the new building and the eltr. and mill will be under the same roof. The work will be rushed thru as the crops will soon be ready.

Hebron, Ind.—M. J. Brown has let the contract to Fred Friedline for the construction of an ironclad eltr. of 21,000 bus. capacity and annex of 5,000 bus. ear corn capacity. The eltr. will be of crib construction, with frame under bins. A 25-h. p. Fairbanks-Morse Gasoline Engine in a detached concrete power house will drive the machinery, consisting of 2 stands of elevators, Constant Sheller, and Monitor Combination Cleaner. The equipment will include wagon dumps and automatic scales.

Indianapolis, Ind.—The formal opening of the new building of the Indianapolis Board of Trade was celebrated by a banquet on June 8 at which 300 members and invited guests were present. The entire building was brilliantly illuminated, and music filled the assembly room in which the viands were spread. On the new building \$252,000 has been expended. At the annual election June 10, Tom Oddy was chosen treas., Jacob Smith re-elected secy. for the 18th time, Wm. J. Mooney, pres., and M. A. Woolen, vice pres.

INDIAN TERRITORY.

Vinita, I. T.—The Houk Grain Co. has succeeded the Cherokee Grain Co.

Narcissa, I. T.—Gaines Bros. are put-

ting up a 10,000-bu. eltr. at this point. The Great Western Mfg. Co. is equipping it with machinery.

Inola, I. T.—W. L. Harris is erecting a 20,000-bu. eltr. at this point. The Great Western Mfg. Co. is equipping it with a gasoline engine, hopper scale and necessary machinery.

Sterrett, I. T.—W. H. Lawrence was fatally hurt while running for a train June 8. He was a director of the bank and was an active grain and hay merchant. He was 54 years of age and is survived by a wife and three children.

Owosso, I. T.—We are building a 50,000 bu. eltr. at this point. The eltr. will be modern in every particular. Will contain a hopper scale and gas engine. Have not decided what kind of hopper scale we will install yet. I draw my own plans.—F. W. Dickinson, Dickinson Bros.

IOWA.

Churdan, Ia.—The Farmers Eltr. Co., incorporated, capital stock \$10,000.

Union, Ia.—The Farmers Eltr. Co., incorporated, capital stock \$10,000.

Jefferson, Ia.—The Farmers Eltr. Co., incorporated, capital stock \$25,000.

Menlo, Ia.—I have bot the grain and coal business of the late Ben Well.—C. A. Wildman.

Lehigh, Ia.—Work has started on John Lundgreen's eltr. It will have a capacity of 10,000-bu.

De Soto, Ia.—H. L. McCombs will install an improved Hall Signaling Distributor in his eltr.

Des Moines, Ia.—The annual meeting of the Iowa Grain Dealers Ass'n will be held at this city July 9.

Cedar Rapids, Ia.—J. F. Nelson has installed a Constant Sheller purchased from the Noth-Sharp-Sailor Co.

Henderson, Ia.—I am tearing down my eltr. and rebuilding on modern lines, R. M. Van Ness has the contract.—W. H. Harbor.

Sioux City, Ia.—Ware & Leland have opened a branch office here with private wires to Chicago for the execution of orders for future delivery of grain.

Stratford, Ia.—Chris Williams has let the contract for a new \$6,000 eltr. It will be 45x35 at the base, cribbed 50 ft. high, and will have a capacity of 40,000-bu.

Spencer, Ia.—The Farmers Eltr. Co., incorporated, capital stock \$25,000; incorporators, C. E. Baldwin, H. Ayhenback, J. R. Ketcham, Sam Fisk, William Goodale and others.

Blanchard, Ia.—J. H. Walkinshaw & Co.'s eltr. burned June 11 between 11 and 12 o'clock p. m. It contained 2,500 bus. of wheat. The loss is estimated at \$10,000; fully covered by insurance.

Hartwick, Ia.—J. F. Sponseller of Lisbon, has bot the eltr. of Charles Swecker, and has taken possession, with Mr. Woodruff of Lisbon as mgr. Mr. Swecker will retire from the grain business.

Flanders Sta., Luton P. O., Ia.—Benedict & Smith will install a 24-h. p. gasoline engine in the new eltr. being erected by the Younglove Construction Co., in place of the 10-h. p. engine originally planned, and contemplate considerable more construction at this point.

Atty. Gen. H. W. Byers has recently issued an opinion on the "penalty" clause, which is alleged to be a violation

of the Stillman act, and the opinion is being circulated by the agitators as holding the clause lawful, tho Mr. Byers' opinion does not consider the restraint of trade involved in the "penalty" clause.

Kelley, Ia.—I have equipped my eltr. at this place with a B. S. Constant Corn and Oats Cleaner and Sheller, 15-h. p. Lewis Engine and a 20 in. feed mill. I may also install an electric motor for power, which I find will be cheaper than gasoline, being on the Ft. Dodge, Des Moines & Southern electric line.—J. M. Johnston.

Richards, Ia.—As a correction of the paragraf in this column June 10 I would say that owing to the softened condition of the ground our eltr. settled about two feet on the north side on the night of June 1. The building is but slightly damaged. The stone foundation will be replaced by a concrete one. Very little grain was lost.—I. C. McGonagle, mgr. Richards Eltr. Co.

Gowrie, Ia.—The Farmers Eltr. Co. is defendant in a suit brot by Richard M. Funck to compel the transfer to him on the books of the company of two shares of stock he recently purchased. The by-laws of the company deny the right of any but farmers to hold stock. Funck has obtained an order of court restraining the manager from interfering with his examination of the books of the company on the ground that he is a stockholder and entitled to that right, and the stock has been issued to him. The supreme court of Nebraska on Feb. 21 gave Charles Miller judgment against the Farmers Milling & Eltr. Co. of Newman Grove, Neb., in an exactly similar case, compelling the directors of the company to transfer to him 64 shares he had bot. The court declared that such a by-law limiting the transfer of stock to be in restraint of trade and therefore void.

KANSAS.

Corning, Kan.—I will dig a 300-ft. well to supply eltr. with water.—L. Cortelyou.

Coffeyville, Kan.—A receiver has been appointed for the H. L. Strong Grain Co.

Spearville, Kan.—The Farmers Grain & Supply Co., incorporated, capital stock \$10,500.

St. John, Kan.—The Stafford County Grain Co. has just installed a Witte Gasoline Engine.

Elyria, Kan.—J. P. Krehbiel of Turkey Creek, and J. Strause of Moundridge have bot the eltr. of the Pacific Eltr. Co.

Blue Rapids, Kan.—The Blue Rapids Milling & Eltr. Co. will install an Improved Hall Signaling Distributor.

Carden, Kan.—I am going to put in a new car loader. Will put in either a Western or a Boss.—J. E. Andrews.

Iuka, Kan.—We have leased the eltr. of the Farmers Eltr. Co.—The Independent Grain & Com. Co., Wichita, Kan.

Clyde, Kan.—I have purchased the 10,000-bu. eltr. at this point belonging to the Rock Island R. R. Co.—W. L. Brandon.

Bogue, Kan.—The Hoffman Eltr. Co., of Enterprise, will erect an eltr. with a capacity of 20,000-bu. to be finished by Aug. 1.

Wellsville, Kan.—The suit of the Star Lumber and Grain Co. against the A., T. & S. Fe for demurrage has been carried to the Supreme Court and the case will

likely be heard next fall. Attorneys for the railroad recently moved that certain evidence in the petition be stricken out. Motion was denied by district court.

Leavenworth, Kan.—The Kelley Lysle Milling Co. is remodeling its eltr., and installing a 15 h.p. Witte Natural Gas Engine.

Gem, Kan.—The J. Rosenbaum Grain Co. is putting in a new stand of elevators purchased of the Skillin & Richards Mfg. Co.

Penalosa, Kan.—The Farmers Grain Co. has bot the eltr. of the Seward Grain Co.—Geo. Nall, Agt. The Independent Grain & Com. Co., Wichita.

Delia, Kan.—The Sarbach Grain Co. will erect an eltr. costing \$20,000 with cribs for 10,000 bus. Improved machinery and equipment will be installed.

Preston, Kan.—The Farmers Grain, Flour & Mer. Co. is installing an automatic scale.—Geo. Nall, Agt. The Independent Grain & Com. Co., Wichita.

Bronson, Kan.—Hammel & McCarty have let the contract for remodeling their eltr. with up-to-date machinery. A 15-h.p. Witte Engine will furnish the power.

Willis, Kan.—We are painting and repairing our eltr. and getting ready for the big wheat crop which we figure will be 200 per cent in our country.—C. A. Harpster.

Medicine Lodge, Kan.—F. M. Owen of Kremlin, Okla., has bot the eltr. of G. A. Harbaugh. F. M. Owen was formerly a partner in the grain business with M. T. Williams.

Walker, Kan.—The eltr. of the Shellabarger Mill & Eltr. Co. was burned June 9 at 2 a. m. by lightning. The company will rebuild the eltr.—Agt. Weber & Peirano, Victoria, Kan.

Winfield, Kan.—The Moffatt Commission Co., of Kansas City, has leased the Santa Fe Eltr. at this point and will use it for handling Texas orders for milling wheat this fall and winter.

Erie, Kan.—R. A. Braik has completed the foundation for his eltr. The work is delayed on account of lumber failing to arrive. It will be rushed thru so as to be finished for the fall harvest.

Carlton, Kan.—After seven years of successful business in grain and lumber, I have sold out to H. E. Ward, and will take possession of the eltr. of S. J. Thompson at Hoyt, and will be glad to meet my old friends.—John McClune.

Ashton, Kan.—McElhinny & Co. are building an addition to their eltr. The company has added extra bins, put in a new corn dump, some new cleaning machinery and feed mill. The total capacity of the eltr. is now about 20,000 bu.

Wayne, Kan.—The Duff Grain Co. of Nebraska City, Neb., expects to build a 10,000 bu. eltr. at this point at once. Eltr. will be erected on C., B. & Q. It will contain modern machinery including gasoline engine. E. L. Shepard will manage the business.

Topeka, Kan.—William E. Sterne, receiver for the Taylor Grain Co., has sold the property to Charles E. Gault for \$93,000. In addition he bot 33,310 bus. of wheat and flour sacks and other property which brought the amount to \$47,534 in addition to the selling price of the mill.

Topeka, Kan.—State Grain Inspector John Radford in his report for the month of May, shows that a total of \$1,895 was collected by the grain inspection department during the month. The number of cars of grain inspected was 2,745. The

early summer months are always light. The inspection for June will make a much better showing.

Wichita, Kan.—George W. Harryman & Bros. have bot a site and will erect one of the largest broomcorn warehouses in this part of the country. The site which they bot is 140 ft. by 75 ft. As soon as possible work will start on the building which will be the size of the lot and four stories high. It will be of brick and up to date, and will cost \$50,000.

Humboldt, Kan.—We expect to build an eltr. on the Santa Fe just as soon as we can get a lease from the R. R. company. I am inclined to think there is some sort of an agreement between the two roads at Humboldt to keep us from getting a lease. We do not expect to hold them liable in case of fire but insure the eltr. in the regular way. A greater portion of our eltr. will be torn down, which is now a mile from the railroad, and moved to the new site. We will still keep an office uptown.—F. W. Dickinson, Dickinson Bros.

Topeka, Kan.—The Christie Commission Co. has withdrawn its original application for a charter and filed another application. At the hearing here June 7 Mr. Christie was asked whether he did a bucket-shop business, to which he equivocally replied, "If I do a bucket-shop business, then every board of trade in the country does a bucket-shop business." The two members of the state charter board, C. E. Denton and F. S. Jackson, decided in the absence of the third member, John Q. Royce, to withhold his decision until his return. To properly impress the charter board Christie had marshaled a motley crew before the board, including small fry politicians, bankers, the postmaster and mayor. The fact that the enforcement of the new Missouri anti-bucket-shop law is the real reason for the exodus of the gamblers was carefully concealed.

Holton, Kan.—County Atty. M. A. Bender, who began prosecution of the Midland Grain & Stock Co. bucket-shop, was informed by the concern that its business was interstate, its orders being transmitted by telegraf to Kansas City, Mo., and there executed, whereupon Mr. Bender communicated the facts to the atty. gen. of the state, who gave the following opinion: "If the telegraphic order is intended in good faith for the purchase or sale of grain, and is so received and intended to be carried out by the other party to the contract, even although not afterwards carried out but settled by a cash margin, or otherwise, such transaction is perhaps legitimate; but when an institution has been maintained for a period and no actual transfers of property are made, but on the contrary settlements are made on the difference between the purchasing and selling price as quoted in the standard markets of the country, the strongest kind of evidence is adduced that a place is nothing more or less than a common bucket-shop and a nuisance under the statute. It is further held that interstate commerce has no bearing on the case if the place prosecuted is a 'bucket-shop.'"

KENTUCKY.

Fulton, Ky.—The J. T. Burton Milling Co.'s mill and grain eltr. was burned June 9. The loss is estimated at \$15,000, with \$10,000 insurance.

Louisville, Ky.—The Board of Trade has reappointed M. L. Satterwhite as grain inspector for another year, and de-

cided to make no changes in the grades adopted last year.

LOUISIANA.

Slidell, La.—E. J. Domerque, Jr., of the Covington Grocery & Grain Co. of Covington, is making arrangements to establish a branch of the Covington firm here.

MARYLAND.

Baltimore, Md.—D. Wellington Dietrich has been admitted to membership in the Chamber of Commerce.

Baltimore, Md.—E. F. Richards, of the late firm of Richards & Hammond, has engaged in the grain business under his own name.

Baltimore, Md.—The Chamber of Commerce has amended its by-laws to provide a charge of 15c per 1,000 bus. for weighing grain into vessels at export eltrs.

Baltimore, Md.—Shaw & Hammond are a new firm composed of Geo. B. Shaw, who was for 16 years with Hammond & Snyder, and Harry M. Hammond, who is a brother of Wm. R. Hammond.

Baltimore, Md.—The directors of the Chamber of Commerce have appointed the following committees for one year: Wheat—Hiram G. Dudley, John M. Dennis, Joseph C. Legg, P. W. Pitt and Walter Kirwan; corn—J. Collin Vincent, Edwin Hewes, George S. Jackson, P. Gough Edelen and F. A. Meyer; rye—J. Frank Ryley, J. J. Snyder and L. M. Jackson; oats—Joseph M. Warfield, R. H. Diggs and Eugene Blackford, Jr.

MICHIGAN.

Blissfield, Mich.—Mr. Heiser, formerly with Nachtrieb & Heiser, will engage in the grain business here.

Lansing, Mich.—The anti-bucket-shop bill, Senate File No. 500, has passed both houses of the legislature.

Lansing, Mich.—Governor Warner has signed the bill requiring corn huskers to be protected by an automatic feeder.

Cassopolis, Mich.—Coulter & Peck are installing a feed mill at their eltr., a corn sheller with a capacity of 80-bus. per hour, and a 6-h.p. gasoline engine.

Detroit, Mich.—M. G. Ewer has resigned the position of secy. of the Michigan Farm Products Shippers Ass'n to engage in the grain shipping business with offices in the Tolsma bldg.

Dundee, Mich.—Frank S. Strong of this place has obtained a settlement of \$7,567 from the Ann Arbor Railroad in his suit for \$10,000 damages on account of the burning of his eltr. two years ago, thru fire communicated from the depot. It is alleged the station agent used gasoline for kerosene.

MINNEAPOLIS.

T. A. Sammis, of Carter, Sammis & Co., who has been seriously ill with pneumonia and malaria, is out of the hospital.

Professor F. L. Washburn, state entomologist, has been examining a great many alleged green bugs brot in by grain men, but in no case has found the dreaded *Toxoptera graminum*.

The July option is showing considerable strength compared with the other wheat futures. It is said that the millers will demand delivery of 5,000,000 bus. on July

contracts. In the event that July works to a premium over September it is thought that the eltr. companies will take in their hedge for the later month, sell the July and deliver the wheat.

MINNESOTA.

Kasota, Minn.—Sage Bros., of Currie, will erect a cleaning house here.

Joplin, Mo.—The John W. Boyd Grain Co. has bot the eltr. of the Marshall & Michel Grain Co.

Canby, Minn.—The Canby Eltr. Co. has let the contract to Honstain Bros. for the erection of an eltr.

Lakefield, Minn.—The Farmers Co-operative Eltr. Co. is putting in a new 6-h.p. gasoline engine.

Ceylon, Minn.—The Farmers Eltr. Co., which was recently organized, has bot the eltr. of the Western Eltr. Co.

Nerstrand, Minn.—The farmers have given up the project of building an eltr. on account of the limited territory.

Dover, Minn.—The Western Eltr. Co. will do some repairing on its eltr.—C. W. Gleason, agt. W. W. Cargill Co.

Bellingham, Minn.—H. C. Spanton, on trial charged with burning an eltr. on the night of Apr. 13, was declared not guilty.

Duluth, Minn.—L. M. Johnson has bot a site, for \$4,000, and will erect a grain warehouse and feed store that will cost \$3,500.

Avoca, Minn.—J. G. Walters of Sioux Falls, S. D., has bot the eltrs. of the Peavey Eltr. Co., at Avoca, Magnolia and Rushmore.

Echo, Minn.—The Farmers Warehouse Ass'n Co. has been organized to deal in all kinds of grain and fuel.—H. B. Engel, mgr. Farmers Warehouse Ass'n.

Farmington, Minn.—The Farmers Co-operative Eltr. Co. has let the contract to T. F. Costello for the erection of eltr. and coal sheds, for \$7,600, and work has started.

Dunnell, Minn.—Greig & Zeeman, of Estherville, Ia., have bot the eltr. of A. D. Packard & Sons, with H. Holtstead as mgr., possession given July 1.—Agt. Great Western Eltr. Co.

St. Paul, Minn.—John E. Osborne, formerly in the grain business in Minneapolis and later mgr. of the Star Eltr. here, died suddenly June 17, at his home at White Bear Lake, at the age of 67 years.

Frank Hinze of Otter Tail County, Minn., recently brot suit against the Soo Road for failure to furnish cars and was given judgment for \$35. The railroad company has appealed to the district court.

Slayton, Minn.—A farmers joint stock eltr. company was organized recently, with A. O. Lunder pres. and Clarence Brownigg secy. The company has bot the eltr. of the Tisdale Eltr. Co., and will open for business July 15.

Station agents of the Chicago & Northwestern Ry. have been called to meetings at Mankato and Winona for instructions in the new reciprocal demurrage law, which the company intends to enforce on its becoming effective July 1.

Davidson, Minn.—We are the only firm in the grain business here, and only last year rebuilt an up to date plant. We are laying in heavy stocks of all kinds of coal and will not be caught by another famine.—Agt. Federal Eltr. Co.

St. Paul, Minn.—The Minnesota reciprocal demurrage law that becomes ef-

fective July 1 will be of greater benefit to the farmers, independent and unorganized shippers than all the rate reductions and other alleged railroad concessions made this last year.—Geo. S. Loftus.

Crookston, Minn.—At the suggestion of the Polk County Farmers Exchange the grand jury has requested the state officials to investigate the Minneapolis Chamber of Commerce with a view to prosecution for alleged control of grain prices, arbitrarily in restraint of trade. Evidently the grand jury of Polk County was ignorant of the thoro investigation of the Minneapolis Chamber and the Duluth Board of Trade conducted by the last legislature, whose committee found that the exchanges are a benefit to the community and exercise no control whatever over the market price of grain. It is said that these attacks on the legitimate grain exchanges are inspired by the bucket-shops.

St. Paul, Minn.—If the bankers of North Dakota want to buy or build a terminal eltr. at Superior or Duluth they will find no difficulty in doing so if they have the funds, as I have been reliably informed that the bankers' committee were offered a terminal eltr. for 50% less than it now could be built for and the offer still remains open. It may not be out of order, however, for me to suggest that the bankers go down into their own purses for the money and thus show their solicitude for North Dakota farmers and of their own confidence in the success of the enterprise. Much might be said as to the incongruity of North Dakota bankers constituting themselves a committee to protect the producers of their state, a state where the contract rate of interest is maintained at 12% and where bonuses and commissions in addition are the usual benefactions meted out by them to the "poor farmer." The idea has suggested itself to me that a committee of North Dakota farmers might by investigation of Minnesota banking methods be able to bring about a change in North Dakota interest rates that would easily save them millions of dollars annually. We have not only the best inspection and weighing laws, but it is generally conceded that our banking laws are up-to-date. At any rate the 12% interest rate has been wiped out long ago. When a bankers' committee from North Dakota or any other state indulges in the erratic gyrations that Banker Cashel's committee has from time to time, they simply give evidence of their individual ignorance of the practical operation of the grain business, and I am also frank to say that they have been too prone to become the willing victims of bucketshop manipulators whom the legitimate grain men of Minnesota have repudiated.—F. W. Eva, chief grain inspector.

MISSOURI.

Kansas City, Mo.—I have had an immense Texas trade this year.—J. R. Tomlin.

Triplett, Mo.—We have leased our two eltrs. at Whitham Sta. to Arch McGilvray.—Rankin, Whitham & Co.

Farley, Mo.—The Kelley-Lysle Milling Co., of Leavenworth, Kan., is remodeling its eltr. and has installed a 20-h.p. Witte Gasoline Engine.

Kansas City, Mo.—The Moffatt Commission Co. will move to a suite of rooms in the new Postal Telegraph bldg. the first of July. The rooms are large and

airy and will make handsome offices. The company has been sending out neat little vest pocket memoranda books that are handy and serviceable.

Kansas City, Mo.—We had anticipated putting on a great many more weighers if the Exchange had not gotten out an injunction against us.—H. C. Nunn.

St. Louis, Mo.—The Henry F. Meyer Hay & Grain Co., incorporated, capital stock \$14,000, fully paid. Incorporators, Henry F. Meyer, Roland L. Meyer, and Louis Essig.

Kansas City, Mo.—Frank J. Delaney, mgr. of the Nash-Ferguson Grain Co., was married June 19, to Miss Estella Marian Wood, cashier for the Santa Fe Eltr. Co. They are spending their honeymoon in Europe.

St. Louis, Mo.—Members of the Merchants Exchange have assigned to a committee composed of Bert H. Lang, H. W. Daub and N. L. Moffitt, the working out of a plan for the uniform payment of the stamp tax on grain, if enforced.

Kansas City, Mo.—The railroads have been granted an injunction by Judge Smith McPherson restraining the state officials from putting into effect a maximum freight rate law, and permitting the enforcement of the 2-cent fare law for three months as an experiment.

Kansas City, Mo.—The following pledge was signed by nearly every member of the Grain Exchange last week: "We the undersigned subscribe the amount set opposite our names to give Lestry Guttry, the little telegraph boy who is sick and unable to work, a vacation."

Nevada, Mo.—Vapor from a gasoline tank outside the eltr. was ignited on the night of June 1 by a spark from a locomotive and flamed up, threatening to destroy the building, but the flames were promptly extinguished. The tank is used to supply the gasoline engine in the eltr. and it is thought the faucet had been left open.

Kansas City, Mo.—The Kansas City Board of Trade has gotten out a temporary injunction against the state to prevent the enforcement of what is known as the Dowell Stamp Act, a law recently passed requiring stamps to be placed on all future transactions, costing 25c. The state has been temporarily enjoined.—E. D. Bigelow, Sec'y.

Kansas City, Mo.—The Pierson-Lathrop Grain Co. succeeds the H. L. Strong Grain Co. this month, H. L. Strong retiring from the grain business. Both members of the new firm have been members of the latter company, have had wide experience in the grain business and have many friends thruout the grain-producing territory of the central west.

Kansas City, Mo.—We do not take politics into consideration in choosing men for the weighing department. Of course everything being equal, and this being a democratic force we would appoint a Democrat to the position if we were sure he was as good as a Republican.—H. C. Nunn. [This may seem funny to politicians, but it a serious proposition for members of the grain trade.]

Kansas City, Mo.—Under the new law the shipper is given protection by receiving state weights at all points. All grain hereafter would be weighed by the state if there had not been an injunction against it. The new law which became effective June 14 makes state weights certificates for basis of settlement between buyer and seller. It makes it a misdemeanor for any person other

than a state weigher to issue any weight certificate or anything which purports to be weights of grain.—J. T. Bradshaw, [Evidently the politicians are opposed to country shippers weighing farmers grain.]

Kansas City, Mo.—On application by Frank Hagerman, atty. for the Kansas City Board of Trade, Judge Smith McPherson on June 12 issued an order restraining the state auditor from enforcing the Dowell stamp tax law requiring 25 cents to be paid on each sale of grain for future delivery of whatever size. It is objected that a transaction involving \$5 would be taxed the same as a transaction aggregating \$5,000, making the burden inequitable. The distribution of the proceeds of the tax by counties according to population is objected to, since those who pay the tax will receive none of the benefits.

Kansas City, Mo.—That the reconsignment privilege is wholly in the interest of the grain dealers and the Kansas City market is the decision of Interstate Commerce Commissioner Clark in the complaint of the Kansas City Board of Trade against the railroads for maintaining a charge of \$2 per car on reconsignments. The evidence was that some roads do make the charge at Chicago and St. Louis, and that at Minneapolis a charge of \$2 is made for changing the destination of a car after having been set for unloading. The Commissioner held that the charge is not excessive, unjust or discriminatory.

St. Louis, Mo.—Enforcement of the new state grain weighing law was restrained June 14 by Judge Taylor of the circuit court, on application by the St. Louis Merchants Exchange and Kansas City Board of Trade, plaintiffs, against John Knott, Frank Wightman and Rube Oglesby, state railroad and warehouse commissioners, Harry C. Nunn, chief grain inspector, and Orris J. Miller, deputy inspector. The terms of the court's order were so sweeping that Atty. Hadley advised the inspection dept. to inspect no grain, and for an hour and a half, until the court modified the order to apply only to weighing, the state was without inspection.

NEBRASKA.

Waco, Neb.—J. A. Gilbert is building an addition to his eltr.

York, Neb.—Harry Hopkins bot the Farmers eltr. for \$4,725.

St. Paul, Neb.—The Farmers Eltr. Co. has let the contract to W. H. Cramer for the erection of its eltr.

Alexandria, Neb.—J. H. Gregg has a force of men to tear down his old eltrs. and will erect a modern one having a capacity of 10,000 bus.

Deshler, Neb.—A farmers eltr. is being built here on the R. I. with a capacity of 30,000 bus.—C. O. Powell, agt. B. W. McClucas & Co., of Gilead.

Fullerton, Neb.—We are going to put a new leg in our eltr., raise the distributors, install a passenger lift and direct spout at a cost of \$400.—Fullerton Mill Co.

Lincoln, Neb.—Atty.-Gen. W. T. Thompson has brot suit in the supreme court for an injunction restraining the railroads from violating the commodity rate law.

Lincoln, Neb.—The Central Granaries Co. has protested to the county board of equalization against the assessment of \$31,200 on grain in its eltr., the grain hav-

ing been once assessed at the country stations as average capital. The company has also filed protest against the \$4,000 assessment of its eltr. at Waverly.

Beatrice, Neb.—C. Lowe, secy. of the Lincoln Grain Co., which has eltrs. at Liberty and Barneston, recently was before the Board of Equalization to ask that the assessment against the company's property be based upon the average value of the stock during the year. The assessor has the property assessed upon the basis of the value of the corn in stock and the money in the bank on Apr. 1.

Rosalie, Neb.—Work on the new eltr. here for F. Rhoda of Lyons will soon be begun by John DeKay. A car of lumber is on the ground. The house will be 30x30x36, 18 ft. cribbed of 2x6 and the remainder 2x4. Mr. DeKay has the new eltr. of A. C. Carroll enclosed, and work was progressing rapidly when on June 11 a timber dropped on Mr. DeKay's foot, compelling him to hobble about on crutches under a doctor's care. Mr. Carroll's eltr. will be equipped with Howe Wagon Scale and Dump, 150-bu. shipping scale, Moulton & Evans Controllable Wagon Dump and Otto Gasoline Engine of 5 h.p.

NEW ENGLAND.

The Connecticut senate has passed the anti-bucket-shop bill.

Weir Village, North Dighton P. O., Mass.—The Taunton Grain Co. will erect an eltr.

NEW YORK.

Buffalo, N. Y.—The Nickel Plate Eltr. Co. has been organized to handle the eltr. business for the Husted Milling & Eltr. Co.

Buffalo, N. Y.—A quantity of grain undergoing a cleaning process in the H-O Mills, caught fire June 9. After an hour's work the blaze was put out. Damage, \$1,000.

New York, N. Y.—James Rosell, of Johnson & Rosell, died June 4. He was one of the best known hay and grain dealers of New York City. Mr. Rosell was one of the oldest members of the New York Produce Exchange.

BUFFALO LETTER.

The Riverside Malting Co. will add a new marine leg to its eltr., to cost \$5,000.

With all the spring-wheat millers buying their supplies in Duluth under a regular arrangement and the State crop supplying the winter-wheat miller to a great extent the local dealer is not in position to do much business.

Frank Carter, who was acting chief grain inspector of the Corn Exchange for some months after the retirement of John D. Shanahan, has given up the position and is thinking of going into business on his own account.

More than 1,000,000 bus. of oats is in store here, most of it held by the Patten brothers of Chicago, who are making this sort of overflow storage point of late. Eltrs. here are asking 3/4 of a cent per bu. a month for summer storage.

A large amount of durum wheat is in eltr. here, bound east, mostly for export, as it does not find a ready market here, tho it is offered 20 cents under No. 1 northern spring. Millers would like to get the benefit of such prices, but the flour does not make up their brands very well.

Lake Weighmaster Junius S. Smith, a veteran in the business, states that there

Heating of Grain

In storage tanks or bins is avoided by using THE ZELENY THERMOMETER SYSTEM

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New and improved methods are constantly taking the place of the old. The

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of removing the excess moisture from grain with his improved Drier is demonstrating its superior quality for this work.

CORN dried with the MORRIS DRIER sells at a PREMIUM over all other methods in use. Don't let another year pass without installing a Morris Drier. In times of peace prepare for war and save money.

F. R. MORRIS,

51 Chamber of Commerce, Milwaukee, Wis.

Excessive Shortages

Are always traced to unsealed cars. Know positively that your cars are sealed before leaving your station. Don't wait until the agent gets ready to seal the car. Use the Tyden Self-Locking Car Seal, bearing your name and consecutively numbered and seal car immediately after it is loaded. The record is easy to keep. Adopted by U. S. Government for inspectors. Price \$3.00 per 1,000, sample free.



INTERNATIONAL SEAL & LOCK CO.

CHAS. J. WEBB
General Sales Agent
617 Railway Exchange
Bldg., Chicago

are so many ways that grain in the Fort William eltr. could be diverted from the weighing scale to some other receptacle than the lake vessel that it would be very easy, either by design or accident, to create a shortage.

The canal boatmen are having the time of their (later) lives. Not for many years have they been able to get 5 cents on wheat to New York right along and pay nothing for elevation here. Of course the boat does not pay for the elevation in any case, but the free handling in that trade, while everything else pays full rates, makes it easy to get cargoes.

The harbor pool is in hard luck this season, on account of the competition it has in the business. Of the 30,000,000 bus. taken by harbor eltrs. this season so far only about one-third is credited to the pool, as there are all the rail houses, as well as the Kellogg and straight canal houses running. Part of them are taking canal grain free of elevation and so the pool has to do the same. The pool is now gaining on the others in the amount of grain handled.

It is a long time since there was so much grain in eltrs. here in the summer. The weekly report makes the amount over 4,000,000 bus. and that never includes grain that has been checked out for shipment, tho it may not leave for several weeks. Durum wheat and oats make up the great part of the whole. Only 300,000 bus. of corn is reported, tho there is quite a big fleet of it coming down from Chicago, for the first time in a long while.

A published statement of a member of the grain firm of Burns Bros. picks up a New York Central official very sharply for saying that the roads of that interest are taking care of their grain shippers. He says that it has been taking from ten days to two weeks to get cars over either the New York Central or West Shore lines. S. W. Yantis is reported as saying that it is so hard to get cars over those lines that he loses most of the business that is consigned to them. It is too bad for railroad men to misrepresent the state of things in this way, for buyers are too quick to think shippers are neglecting them, and if the complaint of lack of cars is denied by the roads they will be sure of their case.—J. C.

NORTH DAKOTA.

Fessenden, N. D.—The Minnesota Eltr. Co. will erect an eltr.

Almont, N. D.—The Mandan Mercantile Co. will erect an eltr. here.

Gwinner, N. D.—The Thorpe Eltr. Co. will erect an addition to its eltr.

Bisbee, N. D.—W. Paulson has let the contract for his eltr. to M. Nelson.

Jamestown, N. D.—The Lyon Eltr. Co., of Mandan, will erect an eltr. here.

Edgeley, N. D.—F. B. Peck has let the contract for an eltr. to A. N. Bilben.

Merricourt, N. D.—The Farmers Eltr. Co. is planning the erection of an eltr.

Cuba Sta., Fingal P. O., N. D.—The Independent Eltr. Co. will erect an eltr. here.

Harvey, N. D.—Hagel Bros. have bot the eltr. of the Harvey Co-operating Ass'n.

Courtenay, N. D.—The Osborne-McMillan Eltr. Co. will erect an addition to its eltr.

Edinburgh, N. D.—The Duluth Eltr. Co.'s house was burned June 16 at 2 o'clock a. m., causing a loss of \$9,000.

including 70 tons of coal and 1,000 bus. of grain. The eltr. was fully insured, and will be rebuilt.

Manfred, N. D.—Regan & Lyness of Fessenden have bot the eltr. of the Royal Eltr. Co.

Heaton, N. D.—A site for the proposed eltr. to be erected for Louis Falk has been selected.

Cummings, N. D.—The Cumings Farmers Eltr. Co. will repair its eltr.—Agt. Duluth Eltr. Co.

Mekinock, N. D.—R. J. Folven will be mgr. of the eltr. recently bot by the Farmers Eltr. Co.

Marion, N. D.—The D. B. S. Johnston Land Co. will erect a 40,000-bu. capacity addition to its eltr.

Bantry, N. Dak.—W. H. Weir has bot the interest of L. C. Hazlett in the eltr. of Hazlett & McIntyre.

Arnold, N. D.—The proposition to build a farmers eltr. has been abandoned for lack of interest.

Edgeley, N. D.—Shiels & Weaver have let the contract to A. N. Bilben for the erection of their eltr.

Neché, N. D.—The Northwestern Eltr. Co. is making extensive repairs on its eltr., and a stone foundation will be laid.

Benoit, N. D.—The Crookston & Red Falls Milling Co.'s eltr. which was burned a few years ago, is to be rebuilt this summer.

Lansford, N. D.—We expect to build unless some of the line men want to sell to us.—W. C. Hayden, pres. Farmers Eltr. Co.

Lidgerwood, N. D.—Geo. E. Dutton of Sycamore, Ill., contemplates erecting an eltr. and has let contract for the plans and specifications to Fred Friedline.

Leal, N. D.—H. L. Tucker, formerly agent for the Dakota Eltr. Co. at Maple Plain, Minn., has removed to this place and is now with the Woodworth Eltr. Co.

Bismarck, N. D.—Deapolis Lumber & Eltr. Co., incorporated, capital stock \$16,000; incorporators, Isaac P. Baker, Theodore Landmann, Washburn and Paul Meydam, Blackwater.

Courtenay, N. D.—The Minnesota & Dakota Eltr. Co. has the machinery on the ground for the erection of its eltr. This makes the sixth eltr. here, and Will Jones has secured a site for an eltr.

Chaseley, N. D.—The Federal Eltr. Co.'s eltr. is a small house and in need of repairs, and needs replacing with a new one. There is plenty of room and use for another eltr.—Grehne Wyman, agt. Federal Eltr. Co.

Valley City, N. D.—At the meeting of farmers eltr. companies June 18 E. B. Eisbarth, C. E. French and M. F. Swenson were appointed a committee to confer with bankers at Grand Forks in July with regard to the construction of a terminal eltr. at the head of Lake Superior. Senator L. B. Hanna addressed the meeting pledging the bankers to aid in raising \$200,000 for the eltr. A committee consisting of Lewis Thompson, J. J. Taylor, G. W. H. Davis, W. C. Fairbanks and H. A. Nicholson was appointed to investigate the organization of a shippers mutual fire insurance company. Senator H. C. Hansbrough addressed the meeting on federal inspection of grain. C. E. French of Penn was elected pres.; and the next meeting will be held at Devils Lake the last Saturday in June.

OHIO.

Hayden, O.—Thomas M. Latham is installing the machinery in his eltr. bot of the Philip Smith Co.

Mechanicsburg, O.—H. M. Brown & Co. are installing machinery bot from the Philip Smith Co.

Payne, O.—Brady Bros. have their eltr. completed. The machinery was bot from the Philip Smith Co.

Blanchester, O.—The Dewey Bros. Co. is installing machinery in the new eltr. bot from the Philip Smith Co.

New Bavaria, O.—We expect to build an eltr. here this summer.—Peter Hornung, Agt. Morrisson & Thompson Co.

St. Marys, O.—The McMorran Bros. Co. will overhaul their eltr. and will add machinery bot of the Philip Smith Co.

Rosburg, O.—Ross, Beam & Son have enlarged their eltr. and added new machinery, purchased from the Philip Smith Co.

Millersport, O.—Pence & Swisher have their eltr. completed and machinery installed. The machinery was bot from the Philip Smith Co.

Cleveland, O.—The Union Eltr. Co. will overhaul and remodel its plant, and is having plans for the alterations made by Fred Friedline.

Edison, O.—Blair & Howard, successors of Hilderbrand & Blair, are installing machinery furnished by the Philip Smith Co., in their eltr.

Greenville, O.—We have sold our eltr. to Gordon & Thomas of Irwin, and Mr. Thomas will take charge of the business.—Davison & Bayman.

Dola Sta., Hardin P. O., O.—The Western Grain Co. has been making improvements and adding machinery in its eltr., bot from the Philip Smith Co.

Cleveland, O.—Lewis H. Bowers, a well known grain broker, died suddenly of apoplexy, on May 24, at the age of 58 years. He has been in the grain business for 10 years.

Toledo, O.—[Special.]—President May-er says every session of the Cedar Point meeting will be called to order promptly on the hour, even if only the Pres. and the speaker be present.

Cincinnati, O.—The state food commissioners are prosecuting the Cincinnati Grain Co., Early & Daniel Co. and J. H. Fedders & Sons on the charge of selling feed in packages without proper tags.

Toledo, O.—A purchase of 25,000 bus. of wheat from a wrecked vessel was made at Port Huron, Mich., recently by H. R. Klausner and W. Mason for the Toledo Salvage Co. The wet grain was brot from the boat to Port Huron in lighters.

Bettisville, O.—W. L. Day recently was awarded \$12,500 damages against the Pennsylvania R. R. for the burning of his eltr. by a fire starting from locomotive sparks. The suit has been in the lower courts four times and will again go to supreme court.

OKLAHOMA

Glencoe, Okla.—C. F. Baggett & Co., whose eltr was burned May 1, will begin about July 1, to rebuild a new 10,000-bu. eltr. using gasoline as power.

Granite, Okla.—By mutual consent the firm of Perkins & Hudson has dissolved partnership, Mr. Hudson continuing in the business along the same lines as

Perkins & Hudson. Perkins retires with the view of giving his entire attention to the grain business.—Perkins & Hudson.

Walter, Okla.—The Farmers Union Co-operative Ass'n., incorporated, capital stock \$3,000; incorporators, R. P. Wood, L. Rayle and G. E. Humphrey.

Hunter, Okla.—The Hunter Mill, Eltr. & Coal Co., incorporated, capital stock \$20,000; incorporators, J. P. Rock, S. P. Thomas, D. W. Fisher and others.

Lawton, Okla.—C. L. Hall has brot suit against the Lawton Mill & Eltr. Co. for \$16,000, for injuries received last September while in the employ of the company.

Bison, Okla.—The Home Grain Co. is moving its eltr. to a site granted by the R. I., and is dividing it into smaller bins. M. M. Egan has the contract.—V. H. McCarrick.

Guthrie, Okla.—Atty.-Gen. W. O. Cromwell will soon file complaint against the grain rates exacted by the Santa Fe R. R., with the Interstate Commerce Commission at Washington.

Watonga, Okla.—The Farmers Gin & Grain Co., incorporated, capital stock \$10,000; incorporators, W. W. Price, of Watonga, J. Roy Campbell and Louis W. Campbell, Jr., of Dallas, Tex.

Gibbon, Okla.—The Medford Mill & Eltr. Co., a new firm, has bot a majority of stock in the Farmers Grain & Supply Co.'s eltr. We are making improvements on our eltr.—Chas. Matthews, Agt. The Blackwell Milling & Eltr. Co.

Kildare, Okla.—The Supreme Court of Oklahoma has decided in favor of the Kildare Eltr. Co. in its suit against Joseph Gabriel for damages for breach of an oral contract to deliver corn. Gabriel agreed to sell and deliver 200 bus. of ear and 1,000 bus. of shelled corn. He delivered and was paid for 52 bus. and refused to deliver any more. The Kildare Eltr. Co. was given judgment for \$55.

OREGON.

Albany, Ore.—The Albany Farmer Co.'s property was sold to Charles A. Dalzel of Portland. The deal includes the warehouses and eltr. at Tallman and Tangent.

Portland, Ore.—Overbeck, Starr & Cooke Co. has removed to new quarters in the Couch bldg., where its facilities for executing orders in grain futures are greatly improved.

PENNSYLVANIA.

Kennet Square, Pa.—William Walker will erect a large grain and hay warehouse here.

Pittsburg, Pa.—Since the signing of the Mesta anti-bucket-shop bill by the governor the police department has been actively securing evidence against the shops, forty in number, with a view to closing them. H. A. Elkins is the first broker to be arrested.

Pittsburg, Pa.—The Grain & Flour Exchange at its annual meeting June 11 elected the following board of managers: W. N. Gordon, John Dickson, N. Morton, J. E. Guyton, J. A. McCaffrey, S. R. Patterson, James Brown, J. A. A. Geidel, C. A. Foster, John Floyd, T. J. Elwood, R. E. Austen, W. W. Beatty. The managers on June 14 chose the following officers: Pres., John Floyd; vice pres., W. N. Gordon; secy., J. E. Guyton, and treas., N. Morton. The report of Superintendent O. C. Alexander showed a flattering record of business for the past year, and

John Dickson, the retiring pres., made a pleasing address prophesying a bright future for the Exchange. It has been the banner year for the Exchange.

PHILADELPHIA LETTER.

On application by the Sellers estate the U. S. District Court has appointed A. M. Taylor, S. F. Shanbacher and E. M. Malpass receivers of the Millbourne Mills Co. The liabilities are \$906,000 and the assets only \$375,000. Five Philadelphia banks are creditors to the amount of \$330,000. The trustees of the Sellers estate charge Pres. Richard S. Dewees with gross mismanagement. Most of the wheat purchases of the company were made of L. G. Graff & Son, who are said not to be losers. Another member of the Commercial Exchange, who had 2,700 bbls. of flour bot at a low price, is caught.

When the Commercial Exchange, thru its special committee, met the representatives of the Pennsylvania Railroad to endeavor to have the order for the \$2 per car diverting tax rescinded, after considerable discussion and persistent efforts on behalf of the Commercial Exchange, a compromise was offered by the Pennsylvania R. R., about in substance as follows: "If the company receives orders for diversion of any car or cars of grain, before said cars reach the junction point, then the company will make no charge for diverting the same, but after the arrival at the junction without previous information, notice or orders for diversion the charge of \$2 will be exacted."

The officials of the Trunk Line Ass'ns who met with committees from the New York Produce Exchange and the Commercial Exchange of this city, on what the latter insist is an unfair and ruinous charge for the transfer of grain from diverting points, discussed the whole subject from every standpoint and a decision was reserved. Among the railroads the New York Central, Pennsylvania, Phila. & Reading, Lehigh Valley, Baltimore & Ohio, Erie, Delaware & Lackawanna were represented, the New York Produce Exchange Committee being James Simpson, M. B. Jones, A. E. Freld, R. E. Chase, and E. E. Ramsey, while the Phila. Commercial Exchange sent Pres. James L. King, Vice Pres. E. E. Delp and Directors John A. Kilpatrick and Watson W. Walton. It is now an open and uncertain question whether the trunk lines as a body will offer any radical plan of relief to the grain trade.—S. R. E.

SOUTH DAKOTA.

Fulton, S. D.—The Fulton Farmers Warehouse Co. will erect an eltr.

Ashley, S. D.—C. S. Johnson & Son have bot the eltr. of C. E. Tucker.

Sisseton, S. D.—The Sisseton Lumber Co. has bot the eltr. of D. E. Brown.

Sioux Falls, S. D.—The Farmers Eltr. Co. has elected Nels Everson as mgr. of its eltr.

Wentworth, S. D.—We are erecting a 25,000-bu. eltr. here.—The Abraham & Shultz Co.

Lily, S. D.—I think we will erect an eltr. here.—H. H. Sand, agt. Larkin & Thompson.

Loyalton, S. D.—I will repair my eltr.—The Reliance Eltr. Co. is buying here.—Hiram De Wolf.

Sioux Falls, S. D.—W. A. and E. E. Mills have bot the eltrs of the Soo Eltr. Co. here and at Renner.

Hazel, S. D.—We are erecting a 30,000-

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OFFICERS: DAVID R. FORGAN, President; ALFRED L. BAKER, Vice President; H. E. OTTE, Cashier; L. H. GRIMME, Assistant Cashier; F. A. CRANDALL, Assistant Cashier.

bu. eltr. on the Great Northern R. R.—The Abraham & Shultz Co., Wentworth.

Valley Springs, S. D.—The Farmers Eltr. Co. has let the contract to L. O. Hickock for the erection of a 30,000-bu. eltr.

Cresbard, S. D.—Eltrs. will be erected here by the Security Co., the Great Western Co., the Independent Co., the Wal-lage Co. and the Minnesota Cereal Co.

Milbank, S. D.—Peter Eye has resigned his position as buyer with the Reliance Eltr. Co. It is understood that Albert Lindquist of Stockholm will succeed him.

Madison, S. D.—The Milling & Grain Co. will enlarge its business. It has been incorporated, capital stock \$150,000; incorporators, John Larkin, W. I. Thompson and F. C. Smith.

Nunda (No P. O.), S. D.—We are going to erect three eltrs. on the extension of the S. D. Central R. R., one here, at Sinai and Norden.—The Abraham & Shultz Co., Wentworth.

Hartford, S. D.—We are going to increase the capacity of eltr. and put in an automatic weighing-out scale, of what make we have not decided.—I. S. Hen-jum, mgr. Farmers Eltr. Co.

Kampeska, S. D.—The Farmers Eltr. Co. has let the contract for an eltr. of 32,000-bus. capacity equipped with modern 10-h.p. frost proof gasoline engine. Barney Jacobs has been employed as buyer.

Puckwana, S. D.—The Co-operative Farmers Eltr. Co., incorporated; incorporators, H. L. Willrodt, pres.; J. H. Kiehn, vice pres.; W. L. Pretzer, treas., and Harry Wentzy, sec'y. The company will erect an eltr., to be finished by Sept. 1.

Letcher, S. D.—The Farmers Eltr. Co., recently organized, has let the contract to L. Buege for the erection of its eltr. to cost \$4,700; to be finished by Aug. 1. The eltr. will have a capacity of 25,000 bus.

Sioux Falls, S. D.—The Valley Springs Farmers Eltr. Co. is erecting an eltr. with a capacity of 30,000-bu. to cost \$7,000. L. O. Hickok is doing the work. W. H. James will be the buyer for the company.

Lesterville, S. D.—The Kremer Eltr. Co., recently incorporated, has completed its new eltr. which was put up during the winter. It has a capacity of 10,000-bu.—F. W. Kliakner, agt. McCault-Webster Eltr. Co.

SOUTHEAST.

Milton, Fla.—S. H. Collins and the Collins Grain & Ice Co. have been succeeded by S. G. Collins, dealer in grain and ice.

TENNESSEE.

Clydeton, Tenn.—Cooley & Summers' warehouse was burned June 7. The loss is from \$1,200 to \$1,500, with no insurance.

Dickson, Tenn.—Pitt Henslee, pres. of the First National Bank, will erect a warehouse equipped with eltr. facilities for handling grain.

Knoxville, Tenn.—Miller & McDaniel will engage in the feed and grain business. T. P. McDaniel who has been in Colorado for several years, will be a member of the firm.

Nashville, Tenn.—The four roads entering this city have practically agreed upon a reciprocal switching arrangement.

The N., C. & St. L. has announced a rate of \$3 per car for interchange.

Nashville, Tenn.—Williams & Worsham's warehouse was burned June 19. They estimate the loss to their stock as \$14,000, with \$10,000 insurance. The building is owned by A. Shyer and was insured for \$5,000.

Trenton, Tenn.—The Warehouse Committee of the Gibson County Farmers Educational & Co-operative Union is conferring with the towns of Trenton, Dyer and Rutherford in regard to location and what inducements they would offer to secure the warehouse to be erected.

Nashville, Tenn.—The law providing for the analysis and labeling of all concentrated feeding stuffs went into effect June 1, but has not been observed by dealers; and the state authorities contemplate examining all of the stocks on hand, with a view to enforcing the law.

Nashville, Tenn.—John J. McCann, the "Poet Miller of Nashville," died June 2, after an illness of 3 weeks, aged 73 years. Major McCann engaged in the milling business in 1857 and was well known thruout the South. For three terms he was elected to the important office of county trustee and held the office at the time of his death.

Dyersburg, Tenn.—Henry A. Klyce Co.'s eltr. was burned June 16. Two carloads of corn were burned also. The loss is estimated at \$10,000, with no insurance on the plant as they were using temporary machinery while building a fire-proof structure. This is the fourth time in six years that his eltr. was burned.

TEXAS.

Eagle Lake, Tex.—J. J. Whaley is probably interested in the erection of an eltr.

Cleburne, Tex.—John L. Cleveland's granary was burned June 13. The property loss was between \$4,000 and \$5,000; with \$3,000 insurance.

Hartley, Tex.—The Hartman Mill & Eltr. Co., incorporated, capital stock \$25,000; incorporators, George F. Attkinson, Joe Frasier and W. H. Brown, Jr.

Wellington, Tex.—The Farmers Union Warehouse Co., incorporated, capital stock \$3,000; incorporators, K. T. Richardson, E. M. Nix, J. T. Litchfield and A. Bradley.

Fort Worth, Tex.—The joint committee of the Texas Grain Dealers Ass'n and the Texas Millers Ass'n held a meeting here June 19 to plan a subscription of \$2,000 for the green bug laboratory to be established at Plano.

Schulenburg, Tex.—Schulenburg District Union No. 97 of Schulenburg, Fayette county, incorporated, capital stock \$3,000; to maintain mills, gins, cotton compresses and grain eltrs.; incorporators, John Nordhausen, F. L. Kruis and others.

Midlothian, Tex.—I am no longer in the grain business. I have been a reader of the Grain Dealers Journal for over 7 years and have always appreciated the Journal, and wish it continued success.—W. W. Major, ex-pres. Midlothian Milling Co.

Van Alstyne, Tex.—The Van Alstyne Eltr. Co.'s eltr. caught fire June 12, in the cupola. When the pump pressure was put on it was put under control. There was from 12,000 bus. to 15,000 bus. of white corn and wheat exposed to the water and smoke.

Waco, Tex.—The Waco Mill & Eltr.

Co.'s eltr. was burned June 15 at 11 o'clock p. m., with a loss of \$30,000. Mgr. H. A. Allen states that about 20,000 bus. of grain was destroyed and \$15,000 damage was done to the building. The loss is largely covered by insurance. It was impossible to save the eltr., but the mill which adjoins the eltr. was saved.

WASHINGTON.

Oakesdale, Wash.—J. A. Turner has succeeded Henry McCoy as agent for Kerr, Gifford & Co.

Hartline, Wash.—The Hartline Milling & Eltr. Co. has started a flour mill, to have a daily capacity of 400 bbls. G. M. Stabish is pres.

Waukon, Wash.—The Farmers Independent Grain & Produce Co. has let the contract for the erection of a grain eltr. and sack house annex.

Asotin, Wash.—Elmer Sage has bot the one-third interest of M. B. Coon in the grain warehouse business of Sargent & Bolick and the firm name will hereafter be Sargent, Bolick & Co.

Tekoa, Wash.—E. M. Green, formerly of Troy, will handle the grain buying business of the Vollmer-Clearwater Co., as successor of A. D. Gregory, who will have charge of the company's business at Vollmer.

Odessa, Wash.—J. D. Banko and Daniel Mayer have bot the stock of E. J. Krieger, F. J. Guth, Jos. Krieger and Sam Mayer in the Big Bend Grain Co. The warehouse will be rebuilt. J. D. Banko will be mgr.

Walla Walla, Wash.—The report of the state penitentiary just received by the board of control shows 228,000 grain bags manufactured last month at the jute mill, which makes nearly 400,000 sacks on hand for the coming harvest, which the state will sell at 9c each.

WISCONSIN.

Milwaukee, Wis.—We went out of business May 1, Henry Wissbeck & Co. succeeding us.—F. Kraus Co.

Milwaukee, Wis.—The Borchert Malt-ing Co. will erect a 100,000-bu. capacity eltr. to be finished at once.

Oshkosh, Wis.—Wisconsin Grain & Fuel Co., incorporated, capital stock \$30,000; incorporators, W. P. Warwick, H. N. Bacon and Winthrow Scribner.

Madison, Wis.—The public utility bill has passed the house and senate. Drastic provisions are made in the bill for the regulation of railroads, by a commissic. of three members.

Milwaukee, Wis.—Adolph Fretzheim has sold his membership in the Chicago Board of Trade for \$3,000. He will now trade exclusively on the Milwaukee Chamber of Commerce.

Grafton, Wis.—The firm of Mintzlaff & Behrens has been dissolved. I have bot the interest of Mr. Behrens. The business will be conducted in the future under the name of F. C. Mintzlaff, the change taking place July 1.—F. C. Mintzlaff.

Superior, Wis.—Pres. Roth of the Superior Board of Trade recently appointed the following committees: Committee on arbitration, Samuel Crumpton, George B. Hudnall, T. J. Solon, A. N. Lent, Peter Eimon; board of appeals, Samuel Turney, A. W. Brown, J. Lee, J. H. Peabody, H. A. Johnson.

MILWAUKEE LETTER.

Receivers do not appear to be worrying

much over the prospects of the new crop, despite early adverse conditions.

Memberships in the Milwaukee C. of C. are selling at \$200.

A number of dealers took advantage of the annual trip of the Mchts. & Mnfr. Ass'n, to make calls on their customers, a goodly part of the line of travel being thru the grain section of Iowa and Wisconsin.

The demand for malt has slackened, as usual at this season, and maltsters are holding off from day to day, making selections to suit their fancy. Unless some other outlet presents itself, prices will probably work lower.

For the five months ending May 31st, receipts of barley have been 6,518,800 bus., compared with 6,163,300 bus. for the same period in 1906. Receipts of wheat, oats and rye show an increase for this period, while corn is the only cereal showing a decrease.

Seeking to avert the much talked of strike of the Commercial Telegraphers' Union, which would have a disastrous effect upon the whole country, the Milwaukee Chamber of Commerce has joined the other commercial organizations in an appeal to the officials of the telegraph companies to do all they can to prevent the men walking out.

Barley dealers, who have followed seeding conditions closely, were surprised at the government crop report placing the acreage seeded to barley below that of last year. It was expected, and quite generally believed, from estimates received, that there has been a larger area given to barley this year. The report is tho't here to be underestimated.

The agitation now being stirred up thruout the country for the uniform grading and inspection of grain has resulted in bringing this exchange out as opposed to the idea, in resolutions passed protesting against it. The action taken could hardly be otherwise, for, should a uniform grade and inspection system be adopted, it would, no doubt, work to disadvantage in many markets.—C.

Grain Unloading Sink.

Finlay R. McQueen of Minneapolis, Minn., has recently been granted letters patent, No. 854,377, for his invention of a grain unloading sink for elevators, de-

signed for use in connection with several parallel tracks run along by the side of the elevator structure.

In the engraving herewith Fig. 1 is a plan view with some parts shown in diagram and some parts in section. Fig. 2 is a transverse vertical section.

A car standing on the inner track is adapted to discharge grain into a hopper, 7; a car standing on the intermediate track into a hopper 8, and a car standing on the outer track into a hopper 9. The hoppers have their bottoms longitudinal of the track and terminate in narrowed portions aligned with each other transversely with the track. The narrowed portions of the several hoppers are formed with a plurality of inverted V-shaped parts that divide into a number of small discharge hoppers having open bottoms that are adapted to be closed by valves.

The several valves are connected together for common movement and bolted to angle bars running on grooved wheels. Means also are provided for independently operating the gates of a particular pit from a point within the working house. These devices comprise an endless cable, 17, attached to a projecting end of one of the valves and to the lower end of the lever 20, the upper end of which extends up thru a slot in the floor of the working house and the intermediate portion of which is pivoted to a bearing.

Directly under all three of the sinks is a conveyor belt adapted to receive grain from all three of the sinks and to deliver the grain into the receiving spout of the elevator boot.

Mr. McQueen states that "Hitherto, in grain hoppers of the character described, the grain has been discharged thru a sink opening, hence a very great contraction of the bottom of the hopper has been required. By providing the hopper with a plurality of small supplemental discharge hoppers, a very slight contraction of the hopper is required, the discharge of grain from the hopper is evenly distributed and a large maximum discharge opening is provided. Hitherto it has been customary to provide an independent discharge spout for each receiving hopper. By my improved arrangement I have provided means whereby several cars standing side by side on several different tracks may be simultaneously emptied of grain, and the grain therefrom delivered to the same elevating device or devices."

Fig. 1.

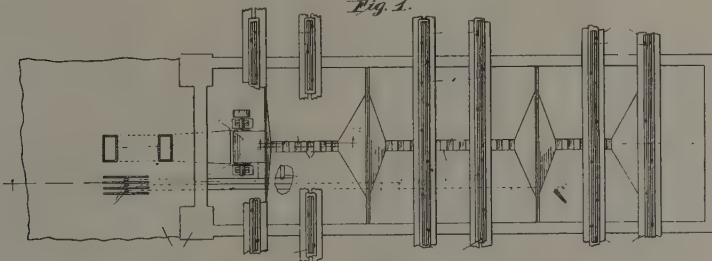
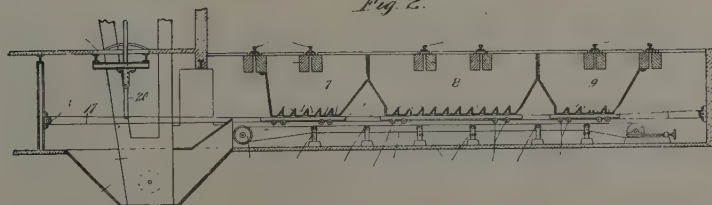


Fig. 2.



Three Track Unloading Sink and Belt Delivery to Boot.

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Crop Reports

Canada.

Winnipeg, Man.—Reports show the condition of the growing wheat crop to be quite favorable, with good growth, altho the wheat is about two weeks late. The acreage under crop in Manitoba, Saskatchewan and Alberta, is: Wheat 5,013,544, oats 2,373,030, barley 663,833 and flax 105,050 with an increase of 12 per cent on oats, 16 per cent on barley and 12 per cent on flax. Wheat expected to date 55,230,000 bus.; in store at country points 11,500,000 bus.; total marketed to date 69,052,000 bus.; balance in farmers hands 5,500,000 bus. Oats in farmers hands to market 2,600,000 bus.; barley in farmers hands to market 160,000 bus.—Frank O. Fowler, secy. Northwest Grain Dealers Ass'n.

Colorado.

Delta, Colo.—The crops are very backward, and they will be very short compared with other years.—Geo. Crobill of Crobill & Skinner.

Idaho.

Troy, Ida.—Fall wheat below the 10-year average in this section; spring grain good, acreage about the same as last year.—Agt. Vollmer-Clearwater Grain Co.

Weiser, Ida.—There is not enough wheat, oats or barley raised in Washington county for home consumption. What is growing looks fine. We look for the largest crop for the past 5 or 6 years. Recent rains have saved the grain crop but have damaged hay very much.—H. J. Russell, prop. Weiser Roller Mills.

Illinois.

Deland, Ill.—Oats pretty fair. Corn backward.—C. J. Porter.

Herschler, Ill.—Oats looking good. Corn backward. We need more sunshine.—J. Inkster.

Bement, Ill.—Oats are good but corn looks bad. We had too much rain.—M. C. Camp.

Gays, Ill.—We have fine prospects. Corn a little backward on account of wet weather.—A. M. Blythe.

Fisher, Ill.—Oats are decidedly short. Corn is backward on account of wet weather.—F. L. Warner.

Watseka, Ill.—Crops looking fairly well, slightly backward. The cold weather has retarded growth.—O. L. Gray.

Shipman, Ill.—Wheat looks pretty good. Oats look fairly well. Corn isn't all planted. We've had too much rain.—F. S. Shultz.

Mattoon, Ill.—Oats looking as fine as a fiddle. Corn late, don't know what result will be, all depends on weather.—J. B. Stone.

Chicago, Ill.—I feel that the oats situation in Ill. is being exaggerated and that there will be a good fair crop.—L. A. Lewellyn.

Marselles, Ill.—Corn here is backward. Oats look fairly well. Green bugs are thick around here but as yet have done no damage.—F. J. McCormick.

Alsey, Ill.—We will have a good wheat crop but not quite as much as last year. Bad prospects for corn, we've had too much rain.—G. B. Wills.

Bolivia, Ill.—Crop condition in this section has improved in the last 2 weeks. Corn all worked over and in good condition. Wheat is heading out well. Oats not as good as hoped for. Green bugs reported in large numbers.—J. J. Green, agt. National Eltr.

Muncie, Ill.—Corn is 2 or 3 weeks late and not the best stand, too much rain and cold weather. Oats look well and we may have an average crop. Wheat good but will have small acreage.—E. A. Purnell, mgr. B. B. Minor.

Princeville, Ill.—H. F. Hasenwinkle, rep. of Clarence H. Thayer & Co., Chicago, wrote his firm Monday, "Drove today many miles thru the country. In one field of oats that was the best prospect in this district last week the owner turned his cattle in it today. The field was composed of 130 acres. The air is full of green bugs."

Chicago, Ill.—We have sent L. S. Hoyt down thru the central and southern part of this state to look into the green bug situation. We have received a great many samples of oats on which there are green

bugs but as yet have heard no report of damage.—W. H. Lake & Co.

Indiana.

Rosedale, Ind.—Wheat promises an excellent yield; oats affected with insects, and corn is growing rapidly.—E. A. Phillips.

Mecca, Ind.—Corn is a little backward but a splendid stand. Wheat in fine condition, some complaint of rust and damage by the green bug in oats.—J. D. Swain, Agt. Mecca Eltr. Co.

West Lebanon, Ind.—There is quite a scare here as to oats prospects, some claiming damage from oats louse. Others think too much rain followed by hot weather caused leaves to turn red.—Henry Cooke.

Losantville, Ind.—Acreage of wheat in this vicinity is about same as '06. Yield will not be as heavy. Wheat is just heading. Harvest will be 1 to 2 weeks late. Oats mostly looking fine; large acreage. Some wheat land sown to oats. Harvest will be late. Large acreage of corn is out. Crop is 3 weeks late. Looking very well where it has been planted.—Beeson & Seagrave.

Ft Branch, Ind.—Army worms have left us; they have ruined many meadows and done a great deal of damage to corn. Hay as it looks now will be a very scarce article in this territory. On account of so much rain, the growing corn is very backward. Oats are beginning to head, and rust is being seen in all fields. Wheat is turning yellow and seemingly is ripening a k. Old wheat and corn about disposed of, some lots being marketed of corn at 50c per bushel to the farmer.—L.

Indianapolis, Ind.—Dealers in attendance at the mid-summer meeting of the Indiana Grain Dealers Ass'n reported that green bugs infest the oats in every county of the state. Locally looking fields are few. Brown and yellow fields are many. One dealer who traveled over part of the state did not see a single field of thrifty oats. The green bug which is doing the damage is pronounced by the professors of agriculture to be identical with the insect that destroyed the oats crop of the southwestern states.

Iowa.

Rolfe, Ia.—Corn is in bad shape, very poor stand. Oats have lately improved but prospects are not as good as last year's. Too much rain.—J. H. Charlton.

Mt. Vernon, Ia.—Oats and grass crop looking fine. Corn is backward but is growing very fast. Some fields have only half stand, others two-thirds, some a very good stand. With the most favorable conditions we cannot have more than 85 per cent of a corn crop.—C. E. Alcorn.

Keokuk, Ia.—Crop conditions are not the best in this vicinity, Ill. and Mo. Oats look bad. Plenty of bugs in them. Corn backward. We have had heavy rains that extended all over this territory. Some bugs in wheat but extent of damage cannot be told until threshing time. Oats will be a bad crop at the best.—W. W. Gwin.

Kansas.

Parkerville, Kan.—Crops growing fine, plenty of rain.—J. E. Varner.

Victoria, Kan.—We have prospect for half crop of wheat in this vicinity.—Agt. Weber & Peirano.

Arkansas City, Kan.—Wheat in our section of the country will not make half a crop.—H. F. Probst.

Wamego, Kan.—Winter wheat in good condition. Corn good stand; fine prospect for big crop. Oats total failure.—C. E. Chandler.

Russell, Kan.—Our prospect for a crop of wheat runs from 40 to 100 per cent, an average of 65 to 75.—A. L. Boyd, agt. Midland Eltr. Co.

Arkansas City, Kan.—The wheat crop in Oklahoma is almost a failure. Kansas will have over half a crop of wheat and a good crop of corn.—J. W.

Waterville, Kan.—Wheat in this locality is good as last year with average yield of 15 to 20 bu. Harvest will begin in 10 days to 2 weeks. Corn is doing very well.—P. C. Parker.

Wetmore, Kan.—The acreage of wheat is very small but the condition is at least 100 per cent. Oats turning out better than looked for 2 weeks ago. Corn is a good stand and ground in the best of condition. Plants is little backward but will make up for lost time if present weather continues.—W. M. Reckewey.

Wichita, Kan.—The very latest crop killer is a worm that bores into the stalk of the wheat and works up toward the

head killing it. This perhaps is the last time the crop will be killed this season.—Geo. Noll, agt. The Independent Grain & Corn. Co.

Wamego, Kan.—The wheat crop in this vicinity will be ready for harvest next week; the crop has improved wonderfully the past 6 weeks, and we are going to have a fair crop after all; in some cases a better one than last year, and it looks as tho the wheat was going to be much better grade than last year. Corn crop is growing rapidly at present; the season was somewhat backward, but the crop is coming to the front now; we have had plenty of rain the past 10 days, and it looks as tho we were going to have a fair crop; the fields are clean and free from weeds. The oat crop is going to be almost a complete failure; the cold dry weather just at the time of the year when the oats were coming thru the ground killed most of them, and it do not look like there would be a carload raised in this county.—Frank Short.

Kentucky.

Auburn, Ky.—Wheat is ready to cut. Some already cut. Crop is much better than expected. Will make fairly good yield. Not a large acreage.—J. Guthrie Coke.

Frankfort, Ky.—The army worm has gotten in destructive work in a large part of this state. They first made their appearance in the western end of the state and gradually showed up until many counties in the central part are affected by them. Old meadows, pastures and many wheat fields fell an easy prey to their ravages. In some localities corn fields and early planted tobacco are being damaged by them. The low condition of meadows, pastures and clover is largely accounted for by these invaders. Much of the corn land has not yet been planted on account of too much cold and wet, and many fields of the early planted had to be planted over. The acreage compared with a five year average is a little short, being 96 per cent. Condition is 77 per cent which is fairly good considering the weather and worms. The acreage of wheat is 90 per cent of a five years' average. Condition is 82, a falling off of seven points since our May report. The oat crop is a little short in acreage and has fallen off in condition from 83 in May to 79 at this time. Rye is some better in acreage and conditions. Hemp is 83 per cent of a five year average and 90 in condition. Rye acreage, compared with a 5 year average, for 1907 is 85; the condition of the crop June 1 was 84. The condition of meadows June 1 was 83, pastures 84.—Hubert Vreeland, Commissioner of Agri.

Michigan.

Alma, Mich.—Wheat looking very poor. Oats not very good, owing to wire worm working thru this section. Corn planted late and crop looking fair. Unless we get considerable rain during next two weeks hay will not be more than 60 per cent of a crop. Taking all into consideration the outlook for coming crop is not any too good.—Alma Eltr. Co.

Minnesota.

Worthington, Minn.—Small grain looks fine here.—J. H. Kruse.

Dunnell, Minn.—The small grain in this section is looking good.—Agt. Great Western Eltr. Co.

De Graff, Minn.—The condition of the growing crop is as good as can be at present; we are one month too far ahead in the year.—Agt. Cargill Eltr. Co.

Dover, Minn.—The growing crops of barley, oats, flax and wheat are doing well and we expect to get a good average crop on everything but corn, and that is poor.—C. W. Gleason, agt. W. W. Cargill Co.

Missouri.

Kansas City, Mo.—I went as far as Beatrice, Neb., on the R. I. this week and the wheat along the road was as uniform and as I ever saw it.—F. Y. Snodgrass.

Odesa, Mo.—Good prospect for wheat. It will make a fair crop. Corn doing well. Everything growing.—Baggarly Mfg. Co.

Lee's Summit, Mo.—Are having best kind of weather for all growing crops. Wheat is beginning to turn yellow. Expect harvest to begin July 1. Corn is looking good and is clean. Oats are not very good altho they are not far enough along to tell much about them.—E. P. Clark.

Nebraska.

Franklin, Neb.—We feel that this county and immediate vicinity will make 75 per cent of a crop.—Citizens Lumber Co.

Gilead, Neb.—The crops around here are looking fine, wheat will go 30 bus. to the

acre. Oats are short.—C. O. Powell, Agt. B. W. McLucas & Co.

Funk, Neb.—Wheat in Phelps county will be 80 per cent of a crop. Oats looking good. Corn a little late for this time of the year. Plenty of rain.—J. W. Anderson Gr. Co.

Funk, Neb.—Crop conditions are excellent here; estimate wheat crop strong, three-fourths of last year's or over, possibly 40,000,000 bush; plenty of rain and warm weather; corn doing excellently and a good stand.—W. T. Brookings, agt. Foster Grain Co.

Murdock, Neb.—Not much winter wheat sown in this territory, what there is has made great improvement; since the rains it looks as well as this time last year. The corn is small and weedy, no cultivating done so far, has been too wet. It has been so cold that corn has made no growth.—John Ridgeway, agt. Lincoln Grain Co.

Fullerton, Neb.—Corn, while backward is growing fine. Oats will be a good crop if weather continues favorable. Wheat is coming out in fair condition. Promises to make 15 to 18 bu. per acre. We should say about 60 to 65 per cent of last year's yield is a high estimate. The quality is not likely to be as good. The acreage is increased some.—Fullerton Mill Co.

North Dakota.

Fingal, N. D.—The crops are very good and the seeding all done.—Thomas Lillethim.

Chasely, N. D.—Crop prospects are very poor here; grain is very uneven, some not up that was planted six weeks ago, some of the farmers still seeding.—Farmers Eltr. Co.

Cuming, N. D.—The crop looked good until the last few days; the farmers say a worm is cutting off the wheat on high ground.—Agt. Duluth Eltr. Co.

Chasely, N. D.—More acres being sown this season than before. In this locality, every one is busy breaking new ground and there is lots to be broken yet. We have had plenty of rain during the past few weeks, so that with warm weather from now on crops will more than hustle. While the grain is some spotted from the dry spring, we have had enough moisture now so that it will come out all right now with warm weather.—Grehne Wyman, agt. the Federal Eltr. Co.

Ohio.

Mortimer, O.—The wheat is looking fine here at present. Oats promises fine. Corn backward.—Ohio Hay & Grain Co.

Moscow, O.—Wheat in this county about average, barring damage from now on look for full average crop.—D. B. Moreton & Co.

Quincy, O.—Not much wheat in this part of O. this year. Oats doing good. Large acreage of corn doing well but small for this time of year.—J. E. Wells & Co.

Midlebranch, O.—The prospect for a good harvest is good, the acreage is up to standard, and the wheat is heading nicely. The last year's crop is about all sold, oats and corn are scarce with poor prospects for a full crop.—G. W. Miller, mgr. Williams Bros.

New Bavaria, O.—Corn is not doing well on account of the backward spring. We have had warm weather but so much rain that it has flooded everything; wheat will make about half a crop. Oats is good but the rust is doing its share.—Peter Hornung, agt. Morrison & Thompson Co.

Oklahoma.

Perry, Okla.—There will be no wheat of any kind out with us. We understand that a few fields of wheat are left about Billings, and the cutting of red wheat is in progress there now.—Perry Mill Co.

Gibbon, Okla.—The wheat in this vicinity looks good; it will make about 70 per cent of a crop, and is filling well; harvest has commenced and promises a fair yield.—Chas. Matthews, Agt. The Blackwell Milling & Eltr. Co.

South Dakota.

Meckling, S. D.—Crops are doing well considering the late spring; cultivating is just nicely started. Some poor stands of corn.—H. P. Barrett, agt. McCaul-Webster Eltr. Co.

Lesterville, S. D.—Crops here look fair except corn, which is a question of much or little as the season so far has been too wet.—F. W. Klunkner, agt. McCaul-Webster Eltr. Co.

Menno, S. D.—Small grain will be an average crop if weather continues favorable. Corn weedy. Farmers have not been able to cultivate. Ground wet, stand thin. Latest in many years. Only the

best kind of season from now on can make corn a fair crop. A good crop is out of the question.—J. J. Decker.

Lennox, S. D.—Recent heavy rains have caused considerable damage to corn, most of the corn that is up has a yellowish tint and looks sickly and most of the late planted has rotted in the ground, and farmers are sowing their fields into millet in hopes of getting a crop of hay.—E. H. Symens, agt. Atlas Eltr. Co.

Marvin, S. D.—All grain doing finely; healthiest plant I have seen in 25 years, excepting low places in fields too wet. Think loss on this account is more than was realized some time ago. Some farmers who have been unable to get on certain fields until now are sowing flax. Some are sowing barley. Weather conditions are perfect for wheat, oats and barley. Too cool for corn.—Chas. B. Williams.

Tennessee.

Kelso, Tenn.—We know of a few fields of wheat that will make an average crop, while a good many will not make half a crop, the rust injuring it to some extent, and the heads are very short. It looks like 65 to 70 per cent will be the average crop in this vicinity. Corn is unusually late, a good many farmers are just finishing planting the lowlands, the land is in good shape for cultivation, and a fairly good stand is reported for all that is up. With good weather from now on we look for an average crop.—R. D. Cowley & Luna.

Wisconsin.

Grantsburg, Wis.—Wheat poor, very thin and small. Oats thin and poor color. Barley good, corn poor and backward.—Hickerson Roller Mill Co.

Grafton, Wis.—Spring grain has been backward, but the last few days of warm weather has brought it to the front wonderfully; have plenty of moisture, if warm weather continues corn may yet make a good crop, so far it is backward.—F. Mintzoff.

Gratiot, Wis.—Crops are not looking good here. Grass and small grain is doing fairly well just now, as we have had lots of rain, but corn is at least 2 or 3 weeks behind. With plenty of warm weather now everything will do well. Hay on old seeding will be light crop.—H. W. Burmeister.

Barley and Rye.

Washington, D. C.—The acreage reported as under barley is less than that finally estimated as sown last year by about 171,000 acres, or 2.7 per cent. The average condition of barley on June 1 was 84.9; against 93.5 on June 1, 1906, 93.7 on June 1, 1905, and a ten-year average of 89.8. The average condition of rye was 83.1; against 89.9 on June 1, 1906, 93.6 on June 1, 1905, and 90.2, the mean of the corresponding averages of the last ten years.—Crop Reporting Board of Dept. of Agri.

Untraceable Shortages.

We frequently have claims for shortage presented where the apparent loss is large with both shipping and destination weights of an accurate character, also record of condition of cars and seals clear. Such large losses are some times apparent when weights are not of high order, but records of cars and seals clear. It would seem that there are only two sources for such discrepancy in weights, to-wit: (1) An error in weighing, or (2) leakage in transit that is repaired en route and is not apparent at destination.

A SUGGESTION: When car is loaded make an entry in your shipping book of (1) Initial and car number, (2) Marked capacity of car, (3) Dimensions of car, (4) Height of the level of the grain in the car, (5) The test weight per bushel of the grain. In a case of large apparent shortage such a record would be invaluable as the cubic contents of the car would be considered.—Geo. A. Wells.

A short time ago I said "sit on the fence and wait" and that has proved to be a correct view of things. Our representatives advise us that in spite of cold and backward weather we will have plenty of corn and oats to go round.—John F. Wright.

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Power can be attached to either elevator or wagon dump jack; another important feature is that wagon dump jack can be set on either side of elevator and can be driven on from either side.
SAVES ALL THE HARD WORK
of scooping. Handles 40 bu. car corn, 80 bu. oats, 50 bu. wheat in 3 to 5 minutes. Order now and have it when needed.
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DEAR BROTHER GRAIN DEALER:—
You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CAR-LINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.
Yours truly,
FRED W. KENNEDY,
Shelbyville, Ind.

Grain Carriers

It is said all rail rates on grain east from Chicago are to be advanced.

The Chicago & Alton has nearly completed its 34 miles of line from Isles to Murrayville, Ill.

Tracklaying is progressing on the 116-mile extension of the M. & St. L. from Conde to Scranton, S. D.

The steamer D. G. Kerr broke the grain cargo records recently by loading 440,000 bus. of wheat at Duluth.

The Central Vermont Ry. Co. has been indicted for granting rebates to the Woolson Spice Co., of Toledo, O.

Track is being laid on the 61-mile extension of the South Dakota Central from Rutland to Watertown, S. D.

The Western Transit Co. on June 7 pleaded guilty to rebating on shipments of coffee and sugar and was fined \$10,000.

The Ohio Canal Transit Co. has been incorporated to operate a fleet of 25 boats on the Ohio & Erie Canal and Muskingum River between Cleveland and Marietta.

C. E. Currey of the Northwestern Warehouse Co. is interested in the Open River Ry. & Nav. Co., recently incorporated at Pendleton, Ore., to operate the new road from Holdman to Simmons Landing.

The first of the Minneapolis grain rebate cases to reach the higher court, that of the Great Northern, was heard June 7. The point involved is whether all offenses prior to June 29, 1906, have been remitted.

A line of 6 freight boats is contemplated between Neenah and Green Bay, Wis., by a Milwaukee capitalist, who has been conferring with Appleton shippers. The service is to extend along the entire Fox River valley.

On July 1 the new method of railway accounting prescribed by the Interstate Commerce Commission and worked out by Statistician Henry C. Adams will become effective and the first of the monthly reports will be due in September.

The Columbus & Southern Ry. has given notice that it has withdrawn from interstate commerce by publishing a declaration that no shipments will be accepted from or to any points on its line on any B/L, and that it will require re-billing at Wyandotte, O.

After the conference at Washington June 15 between representatives of the carriers and the shippers the Interstate Commerce Commission announced that arguments and briefs would be received on the uniform B/L question. The roads allege it is unconstitutional to make the initial carrier responsible for all damage done by connecting lines.

Whether an order of the North Carolina Corporation Commission regulating the train service of connecting carriers was arbitrary and unreasonable, as being beyond the scope of the authority delegated to the commission by the state laws, is a local, and not a federal question, and cannot be reviewed on writ of error to a state court, is a recent decision by the Supreme Court of the United States in the suit by the Atlantic Coast Line Railroad against the North Carolina Corporation Commission, reported in 27 Sup. Ct. Rep. 585.

On complaint of Eber DeCou of Pemberton, N. J., the Interstate Commerce Commission at Washington, June 7, suggested that the thru rate from Chicago to Pemberton should not exceed the New York rate, plus 2c per 100 lbs., and should not be at any time more than 2 cents above the rate to Mt. Holly on grain, flour and feed. Hitherto the Pennsylvania has been exacting the New York rate plus 5c to Pemberton, while Mt. Holly enjoyed the New York rate without plus.

It is said that the late heavy shortages in grain cargoes loaded out of elevators at Fort William, Ont., are due to the shipping bins not having been emptied; but there are other ways by which grain has been diverted. Each scale hopper has a slide by which grain can be cut off in the hopper and weighed in the next draft. The short spout under each scale hopper that carries the grain to the long spouts may be misplaced to deliver to other than the shipping bin. When a spout has cut-off gates for different bins the grain may leak into other bins.

In the argument before the Interstate Commerce Commission at Washington June 7 on the Kansas, Oklahoma and Texas grain rates it was brot out that the roads have arranged a new rate group to be known as group A, in which Fort Worth is the southern terminus, in which a rate of 25½c per 100 lbs. will be given. Gainesville and other points in northern Texas will be given a rate of 22½c. Speaking for the millers of Fort Worth and Dallas Judge Cowan showed that while grain is handled at the lowest cost per ton of any freight in the southwest, yet the rate is considerably above the average per ton of all classes of freight. By a comparison of similarly situated lines Judge Cowan showed that the rate is much higher than elsewhere.

On reassignment the car efficiency committee of the American Railway Ass'n recently reported that it is a source of grave abuse and much delay to equipment. Suggestions are made that it be done away with as much as possible, or that a charge be made for the privilege. This abuse has been of gradual growth, dating many years back, fostered mainly by keen competition for traffic. As conditions differ at almost all points, this matter should be considered jointly where it exists, by the operating and traffic officials of the local lines and the local commercial bodies. Some car service associations have already taken action, notably the New York and New Jersey Association, which allows 24 hours' extra time only on grain for track delivery in New York harbor, and freight in bond. At Baltimore the time for reconsigning grain, etc., has been reduced from 48 to 24 hours.

Argument will be heard by the Interstate Commerce Commission June 28 on attempt by the Ohio State Railroad Commission to compel the Hocking Valley and the Wheeling & Lake Erie Railroads to furnish cars to shippers. The roads have been trying to escape regulation by declaring to the Interstate Commission that the matter is intrastate and insisting to the State Commission that the question is an interstate one. The Pennsylvania will use the State Commission's rules on all business, and since learning of this the other roads have decided to follow the same plan, the rules first filed with the State Commission having provided for two sets of regulations. The Nickel Plate will use the State Commission's rules. A request by the Hocking

Valley June 14 for permission to put the state rules into effect immediately, was denied by the Interstate Commerce Commission, and the state commission has extended the time for filing the new rules to Aug. 1.

I can see no good reason or just excuse why a railroad company that delays the delivery of freight beyond the time allowed by statute or beyond a reasonable time should not pay a reciprocal penalty after the lapse of such time. Last fall, when the freight blockade in this State was at its worst, I filed a motion with my associates providing for reciprocal demurrage charges, but said motion was not acted upon favorably by a majority of the members of the Railroad Commission of Texas. Demurrage charges, like switching charge for service, in my opinion, is not a part of the interstate movement and indeed can not be considered a part of an interstate rate. It in the very nature of things is a charge for a local use or warehouse service wholly within the State where it is proposed to make the charge, subject to the regulation and control of such State.—O. B. Colquitt, R. R. Commissioner of Texas.

Authority to require railroads to make switch connections is affirmed by the Interstate Commerce Commission in an opinion by Commissioner Clark in the complaint of Barden & Swarthout against the Lehigh Valley R. R. The road asked complainants to sign an agreement not to carry on a coal business over the switch, and on their refusal to do so, declined to make the switch connection, at Geneva, N. Y. The decision of the Interstate Commerce Commission is: The I. C. C. does not recognize the right of a carrier to dictate as to the business which shall be conducted from and along a siding. That prior to the enactment of the Hepburn bill the I. C. C. was not empowered to order such switch connection, and the new law requires written application to be made to the carrier for the switch. That written application must date after the new act became effective. As the firm has not made such application since 1904 the Commission dismissed their case for want of jurisdiction. The inference is that the Commission will order the connection on written application being made.

Exports of Breadstuffs.

Our exports of breadstuffs for the 11 months prior to June 1 included 72,813,135 bus. of wheat, 77,183,631 bus. corn, 3,872,392 bus. oats, 580,894 bus. rye, 7,871,244 bus. barley and 14,039,983 bbls. wheat flour; compared with 33,717,320 bus. wheat, 114,755,225 bus. corn, 45,209,615 bus. oats, 1,209,735 bus. rye, 17,056,286 bus. barley and 12,868,899 bbls. wheat flour for the corresponding period of 1905-06. The total value of breadstuffs exported was \$162,824,586, against \$169,953,553 for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Don't gamble. Speculate. Be wise. Everybody takes chances. It is gambling when you lose, but speculating when you win. Don't gamble. Speculate. Many of our friends have done so recently. One Indiana dealer made \$14,000 with us. Many have made smaller dividends. Country dealers have nearly all been wise. They have gathered in their profits on the bulges. Big shorts were the chief sufferers.—C. A. King & Co.

Supply Trade

The inventor of the Kasper oat cleaner died recently at his home in Chicago.

Prospects are good for a great deal of elevator construction.—Fred Friedline.

Welge & Lilly, Maroa, Ill., have dissolved partnership and Mr. Lilly, who invented the Davis car loader, is now sole owner of the business.

"Once upon a time Opportunity failed to knock at a wise man's door. But he advertised for her, and she came and stayed."—Poor Richard Jos Almanack.

Kansas City, Mo.—I have had a fine business since I opened here the first of April; way beyond the expectations of myself or the company.—Ben Ordway, agt. Avery Scale Co.

Fairbanks, Morse & Co. will erect a \$200,000 bldg. in Chicago at the corner of Wabash avenue and Eldredge court. The building will be of brick and steel construction, eight stories high and 42x165 feet. Construction will begin soon.

C. A. Foster in reminding his many friends in the trade of the Fourteenth Annual Convention of the National Hay Ass'n to be held at Niagara Falls, July 16, 17 and 18, sent each an oxidized copper tray for cigar ashes and matches.

The American Grain Meter Co. has just issued a neat booklet entitled "faultless weighing," that contains much interesting information for those who contemplate installing Automatic Weighers or desire to know more about the machines they already have.

Kansas City, Mo.—The Witte Iron Works has practically completed its new building at 16th and 17th sts. on the MoP. and K. C. Southern and expects to have the plant in operation by the first of July. The company was fortunate in striking a gas well that will be large enough to supply 50,000 cu. ft. per day more gas than the company will need.

Funny about some people. You'll hear a man say, "No, it doesn't pay to advertise 'that,' as it appeals to too small a class of people." And yet when the same man loses his bunch of keys he rushes to the newspaper with a "Lost" ad, altho he knows that in the whole wide world there is only one person who can possibly be influenced by his "Lost" ad. Contradictory, isn't it?—*Omaha World-Herald*.

Owing to the continued advance in the price of raw material the Weller Mfg. Co. has announced the following changes in price applying to its discount sheet No. 63: Adjustable Concentrating Rollers, 35%; Inc. Weller Stand. Spiral Steel Convey., 50-10%; Wood Split Pulleys, 55%; Solid White Woven Cotton Belt, 60-5%; Sheaves for Wire Rope Transmission, 20%; Heavy Hoisting Sheaves, 20%; Plain C. I. Worms and Worm Wheels, 20%.

The Merchants & Planters Oil Co., Houston, Texas, has installed a machine to weight cotton seed meal, lately invented by E. D. Carter, Celestie, Tex., which Supt. John Sweeney says is "the simplest and best device of the kind ever invented." It will fill and weigh 200 bags an hour, according to Mr. Sweeney. The inventor of the automatic weigher has had many years' experience in the cotton

seed business and believes he has perfected a machine that will prove a great boon to the cotton seed and rice mills of the South.

Noth-Sharp-Sailor Co.

The power of an idea is a mighty force. Compared, the Niagara is infinitesimal. However, it's one thing to have an idea, and another to put it into practice. While traveling in many different states as representative for various firms whose business was to equip elevators with cleaners, separators, or various other kinds of machinery used in elevators for handling grain, Geo. J. Noth became possessed of an idea. He believed if a company were formed that could furnish the elevator operator all machinery needed, at an equal or less price than it could be purchased at various supply houses, it would save the dealer money, time and trouble and at the same time benefit the promoters of such an idea. Accordingly, Mr. Noth organized the Noth-Sharp-Sailor Co., a concern of consulting engineers, purchasing and manufacturing agents.

The company represents some of the foremost manufacturers of machinery and supplies in the world. Hence by getting in touch with dealers who may want a cleaner, a few feet of belting, some elevator cups, a corn sheller or other accessories, the company can furnish the whole bill, and intends to save the dealer the trouble of purchasing from various houses, and by "lumping" the order save him money.

One of the specialties of the company is good lubricating oils. Messrs. Noth-Sharp-Sailor believe if they sell the best lubricating oils for the least possible profit the lubricating properties of the oil will slip the name of the firm into a convulsion of the dealer's cranium in such a manner it will always be there for reference when the dealer wants any kind of elevator machinery.

The company is sales agent for the following brands of machinery that are too well known to need introduction to the trade: Eureka Grain Cleaners, Oat Clippers, Scourers, Flour and Cement Packers, Dryers, Washers, etc., McLeod Automatic Weighing Scales, B. S. Constant Corn Sheller, Chain Feed Conveyor, Wagon Dumps, etc., South Bend Standard Concrete Mixers and Brick Machines, I. & E. Greenwald Heavy Duty Engine, The New Era Gas and Gasoline Engines, all sizes and combinations, Acme Feed Governor, The Brilliant Electric Lamp, The Day Dust Collector and Oil Filters, Haberkron Steam Engines, The Friedline Perfection Car Puller Sheave, The Roth Motors, Dynamos, the finest line of Electric Polishers and Grinders, Eureka Continuous Concrete Mixers, Standard Batch Concrete Mixer, Brick and Block Machines.

Imports and Exports of Beans.

Beans and dried peas amounting to 382,418 bus. were imported into the United States during the 10 months prior to May 1, 1907, compared with 429,593 bus. for the corresponding period of 1905-06.

Exports of beans and dried peas amounted to 379,567 bus. of domestic and 55,389 bus. of foreign origin during the 10 months prior to May 1, 1907, against 400,605 bus. of domestic and 38,464 bus. of foreign growth for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

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For eighteen years it has been the standard Elevator for Grain Elevators and Mills.

The simplest and most reliable lift for Grain Elevators that can be devised.

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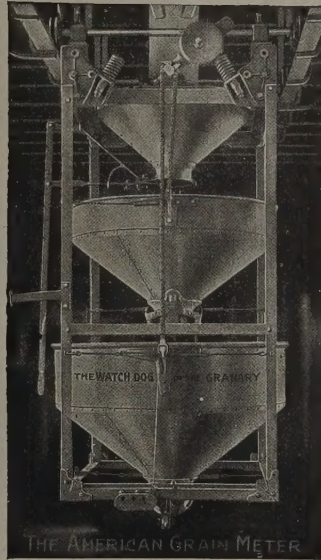
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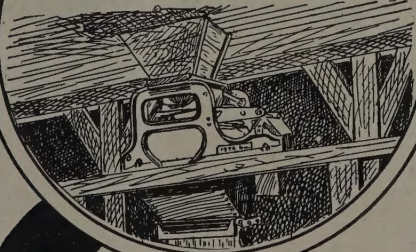
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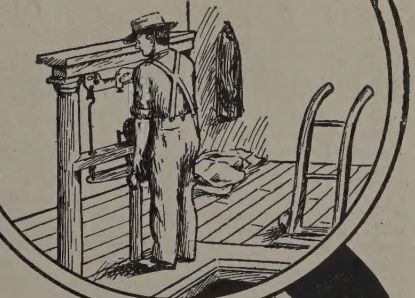
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EVERY TIME**



**WHICH
WEIGH
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**GUESS WORK
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If you are satisfied with a machine that is slow in its working and uncertain in its results; that is entirely dependant on the operator; that is wanting in any device by which a record of the weighings is retained; then this won't interest you.

The Richardson Automatic Elevator Scale

Is an absolutely reliable machine that weighs automatically and every scale is fitted with a Patent Self Register which keeps a perfect record of all the material passed over the machine. It is capable of operating at great speed and the margin of error in its weights is reduced to a minimum. It does away with the labor of at least one man and it will never make mistakes which is more than can be said of any human operator. The scale is no experiment, but is spoken of with enthusiasm by our patrons all over the country. There are more than 2,000 of these machines in use and some of them have been running for over 13 years.

Don't hesitate any longer. You know perfectly well that **THE BEST IS WHAT YOU WANT.**

RICHARDSON SCALE COMPANY

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Supreme Court Decisions

An arbitration award made under authority contained in an illegal contract will not be enforced by the courts.—Pittsburgh Const. Co. v. West Side Belt Ry. Co. Circuit Court, W. D. Pennsylvania. 151 Fed. 125.

Publication of Quotations.—A limited and restricted publication of such quotations does not extinguish the exclusive property right therein.—Chamber of Commerce of Minneapolis v. Wells. Supreme Court of Minnesota. 111 N. W. 157.

A Broker is not entitled to a commission until he negotiates a sale by bringing the buyer and seller to an agreement; the fact that he found a buyer ready, willing, and able to buy, being insufficient.—Northwestern Packing Co. v. Whitney. Court of Appeals, First District, California. 89 Pac. 981.

Expulsion from Membership.—The fact that a member of a board of trade will lose the value of his membership, if expelled, is not sufficient to authorize enjoining its directors from trying him for a violation of its rules.—Bostedo v. Chicago Board of Trade. Supreme Court of Illinois. 81 N. E. 42.

Forfeiture of Crop.—Where the estate of a tenant was forfeited by his attempted assignment of the lease, which was not assignable, and the landlord re-entered and took possession of the property, the tenant was not entitled to the growing crops, but they pass to the landlord with the title to the land.—Myer v. Roberts. Supreme Court of Oregon. 89 Pac. 1051.

Sales for Future Delivery.—A transaction by which property is bought and sold for future delivery, and which is legitimate on its face, cannot be held void as a wagering contract because one of the parties understood and meant it to be so, but the proof must go further and show that such understanding was mutual.—In re A. B. Baxter & Co. Circuit Court of Appeals, Second Circuit. 152 Fed. 137.

Recovery of Excess Freight.—Where a rate agreed upon between a station agent and a shipper for an interstate shipment was for less than the published tariff rate, but the published rate was demanded and collected at the destination, the difference between the rate agreed upon and the published tariff cannot be recovered in an action by the shipper.—Atchison, T. & S. F. Ry. Co. v. Holmes. Supreme Court of Oklahoma. 90 Pac. 22.

Inquiry into Landlord's Lien.—The circumstances brought to the attention of the purchaser herein, indicating that the crop was grown on rented land, made it necessary for him to inquire further, and the testimony is deemed to be sufficient to sustain the finding that a reasonable inquiry would have led to the discovery that the crop purchased was subject to a lien.—Maelzer v. Swan. Supreme Court of Kansas. 89 Pac. 1037.

Fire Started by Locomotive.—Where, in an action against a railroad company for burning plaintiff's buildings the train dispatcher's train sheets, showing the movement of trains passing the buildings burned on the night in question, were identified and proved to have been kept in defendant's regular course of business, they were admissible.—Big River Lead Co. v. St. Louis, I. M. & S. R. Co. St. Louis Court of Appeals, Missouri. 101 S. W. 636.

Landlord's Lien and Crop Mortgage.—Where a landlord releases his lien upon half a certain crop to a mortgagor for a good consideration, and agrees that the mortgage shall be a lien superior to his own, he is not such a stranger to the transaction as to permit him to take advantage of an insufficient description of the crop in the mortgage, which is good as between

the parties.—Gaulding v. Masterson. Court of Civil Appeals of Texas. 101 S. W. 1017.

Injury in Elevator.—The plaintiff's arm was broken while he was attempting to throw by hand a moving belt in the defendant's grain elevator. This is an action to recover damages for his injury. Held, upon a consideration of the evidence, that the question of the defendant's negligence, the plaintiff's contributory negligence, and whether he assumed the risk to which the doing of the act exposed him, was for the jury.—Decision of the Supreme Court of Minnesota, giving Martin J. Hahn a new trial in his suit against the Plymouth Elevator Co., and reversing the verdict of the district court of Blue Earth County. 111 N. W. 841.

Carrier Liable for Delay.—A consignment of flour was delivered to a carrier for shipment. It was retained four days before being forwarded. Upon the day of its arrival at its destination, at 1 o'clock p. m., notice of its arrival was sent to the consignee. On the morning of the next day, at 1 o'clock, a cyclone damaged the goods. Held, that the carrier was liable for the damage, since its negligence, resulting in the delay at the place of shipment, continued to be an active cause until the consignee had a reasonable time after their arrival within which to remove the goods.—Alabama Great Southern R. Co. v. J. A. Elliott & Son, Supreme Court of Alabama. 43 South. 738.

Buyer's Recovery for Damaged Grain.—The Supreme Court of Mississippi has decided against the John E. Hall Commission Co., of St. Louis, Mo., and in favor of Foote & Gaston of Hattiesburg, Miss., who recovered judgment for \$1,615 on corn delivered in a rotten and unmerchantable condition. The corn was sold, B/L attached to drafts, which Foote & Gaston paid, and then attached the corn, on their claim. The John E. Hall Commission Co. contended that the contract for the four cars of corn contemplated delivery at St. Louis and not at destination, and that the ownership of the corn attached was in the Traders Elevator Co., which took possession of the property under a claimant's bond. The court ordered the restoration of the corn on the attachment and gave judgment.—43 South. 676.

Tax on Grain.—The defendant owns a grain elevator at Minnesota Transfer, in which there were 30,000 bushels of wheat on May 1, 1905, and this is a proceeding to collect from the defendant a personal property tax for that year, based on its alleged ownership of the wheat. The defense was that the defendant did not own the wheat, but was holding it in store for the owners thereof, to whom the defendant theretofore had issued its warehouse receipts, which were then outstanding. Held, that the evidence was not sufficient to sustain a finding and decision that the defendant either owned the wheat or so treated it that it is estopped, for the purposes of taxation, from denying that it owned it.—State of Minnesota v. Northwestern Elevator Co., C. A. Magnuson, manager, appellant. Supreme Court of Minnesota, May 31, 1907.

Shipment Open or S. O.—Defendant shipped a car load of corn to R. on the order of plaintiff, the shipment being an "open" one, so that R. was able to obtain possession of the corn without payment. Defendant's clerk wrote into defendant's copy of the B/L, "shipper's order notify," thereby indicating a "closed" shipment, and attached the same to a draft which was paid by plaintiff. Thereafter plaintiff learned that the car had been delivered before payment, and R. became insolvent. Plaintiff sought to recover the value of the corn from defendant on the ground that the shipment should have been a "closed" one according to custom, but defendant claimed that the order called for an "open" shipment. The court instructed that if, when plaintiff discovered that the corn was delivered to R., R. was solvent, and by the exercise of ordinary prudence plaintiff could have collected the price from R. before insolvency, but did not exercise such care, he could not recover against defendant on an estoppel.

Held, that the instruction was not objectionable on the theory that it was confused and misleading, and calculated to induce the jury to believe that, if they found against plaintiff on the issue of estoppel, they would find for defendant also on all the other issues, the charge preceding the portion in question having stated that, if the jury believed the shipment was ordered "closed" according to custom, they should find for plaintiff on that issue, and that, if the jury believed that the shipment was ordered "open," yet plaintiff was misled by defendant's act in transmitting a "closed" B/L, they should find for plaintiff on that issue.—Smith v. Landa. Court of Civil Appeals of Texas. 101 S. W. 470.

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